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HONGKONG, THURSDAY, AUGUST SRD, 1911.

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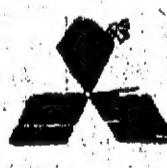
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Press.

HONGKONG, AUGUST 3RD, 1911.

THE physical value of sport is recognised in almost every land, but its ethical value is not often considered, and its political importance is hardy ever reckoned at all-Who can read the news of the triumph of a Bengali football team over a crack British military team in India the other day, with its absence of racialism, without realising that something has happened which draws attention to the influences at work throughout the world, influences which in spite of racial prejudice make for a better understanding between the peoples of every clime? The event in itself is almost startling. Fewfewer at Home, imagined the Bengalis as sufficiently robust to succeed in a vigorous game like football, but the training of the material that a Bengali football eleven has defeated the 2nd East Yorkshires and won the Association Football Shield. Thus the Bengalia have proved themselves not only equal to but superior to most of the British teams in that part of the Dependency, a performance which is worthy of the prominence given to it. It is indeed historical The triumph is one which redounds to the credit of victor and vanquished. It demonstrates afresh that Britons " play the game." There is nothing new or surprising in the pupil surmassing the teacher. It occurs every day, and it happens in sport as frequently as in any other form of activity England has given cricket to the world, and has had to acknowledge that she can learn

from some of those whom she has taught. Continental and Colonial rugby teams have gone to the land where the game originated and beaten its best exponents. The same is true of football. Scotland is supposed to be the original home of football, and now her players find themselves hard put to maintain the national reputation against the players from the other countries of the Empire. In golf it is the same. Scotland finds herself compelled to acknowledge defeat at the hands of golfers from other lands. nouncement is made of the forthcoming mar-Still, that is the Anglo-Saxon characteristic. riage of the widow of the late John Goodnow A Japanese baseball team, we notice, has just returned from a successful tour in the United States—the home of baseball -baving won 22 games and lost 15. The British and Americans are ever ready to teach other people all that they know themselves. They may be called fools for their pains, but they continue to do it. They derive their pleasure from seeing all have equal chances in sport as well as in trade and commerce. They believe in a fair field and no favour. Nothing the complainant and the Wo Fat firm, of No. promotes that sense of fair-play like sport, 4. Victoria Street, the defendants. The firm and the fact that men of all nations are were charged with having in their possession willing to sink differences and place them- | 67 tins of unwholesome food, and the case was Burnett & Co.'s selves on an equality with others in sporting adjourned for a week. activities represents a degree of progress in internationalism that must be regarded very hopefully. It is one of the agencies working for the greater unity of mankind, and as a factor in politics should not be overlooked. The victory of the Bengalis is a case in point. The thousands of Indian spectators who rejoiced at the success of their compatriots proved themselves true sports. They cheered the losers. No feeling of racialism was noted. Does not that indicate that the British policy of playing the game has its own reward? The tour of the all-Indian cricket team in England has also assisted in creating a good feeling between the natives of India and the British people. It is comforting to think that we in Hong. kong despite our faults, do not fail in maintaining the sporting traditions of the race. In aquatics men of various races compete in friendly rivalry. In cricket we welcome Chinese and Parsees. Football opens its ranks to all comers. Lawn tennis does not recognise differences of race, and in the league competition just concluded Portuguese, Chinese and Parsees have taken part. In hockey we have seen the honours go to Indian native teams. Boxing, too, is not, king Provinces are to have the city of Kirln restricted to the white races, and it is note- and Harbin for their respective centres. worthy that one of the local exponents of the game is an Indian When American time on Tuesday the bird flew through an open encourage one of their own coloured fighters against a white man. This is only escaped, and flew into a neighbour's house. as it should be, and we can imagine that the growth of international competitions, development of which is the Olympic Games held every four years in different parts of Europe, will tend, not only to physical fitness, but to the exercise of those qualities of restraint, courtesy, and sense of fairness of \$10. which should characterise the true gentleman and the true sport. The Briton is regarded as the highest type of a sportsman. and if his sporting ideals are embraced by HONGKONG OFFICE: 10A, DES VŒUI ROAD C other nationalities, and possibly improved LONDON OFFICE: 131, FLEET STREET. EC by them, he may be congratulated in the years to come on having contributed to that good fellowship on which all hope must be based of a peaceful federation of the

> The plague roll for the season now stands at 243. Two fresh cases were reported yesterday.

Three peess and \$500 worth of tarpaulin were stolen from the steamer Dunedin on Tuesday. The dead body of a Chinese male, about 50 years of age, was found lying in Queen's : treet on Tuesday, and removed to the mortuary.

The engagement is announced of Miss E. M. Admiral Togo gave a dinner at Claridge's Vipon, daughter of the late Captain Vipon, of Jardine, Matheson & Co., to Mr. Thomas F. cently. Among the guests were Lord Redesdale, Buchanan, of the National Bible Society of Scotland Mission Press

Lady Lugard when the last mail left Japan was stuying in Yokohama. Her maid, as the of us in this part of the world, and still result of a ricsha accident in Kyoto, recently severely injured her knee, and is at present under the care of Dr. Munro.

At the Magistracy yesterday Mr. Wood fined the keeper of an opium divan at Canton Road British Army, with its sporting instincts, Kowloon, \$150 or six weeks imprisonment, and has "licked into shape" such unpromising 13 mon who were found smoking on the premises were fined \$2 each.

> Au Indian assistant warder from Victoria Ga I was charged before Mr. Hazeland at the Magistracy yesterday with stealing a blanket, the property of the prison authorities. Defendant was remanded until Saturday.

A Chinese who returned from banishment for the third time was charged before Mr. Hazeland at the Magistracy yesterday. The offence was proved and the defendant was sentenced to imprisonment for one year and four hours' stocks,

Mr. Mee Cheung sends us specimens of capital photographs of the ceremony of Trooping the Colour by the 1st Bn. King's Own Yorkshire Light Infantry on Tuesday. The large photograph is particularly good. Mr. A. Fong siso sends some capital pictures of the ceremony.

A portrait in oils of H.E. the Governor. presented to Queen's College by the late Sir H. N. Mody, is to be unveiled by the Head. master on Saturday morning.

The typhoon warning from the Manila Observatory yesterday morning said a typhoon was W. of Balintang Channel moving W.N.W. The black signal were hoisted about five o'clock

Among the Society Notes in a recent issue of the Washington Post the interesting anto Mr Lars Andersen, of Mesers. Mustard . Co., at present on leave in America.

The owner of a Chinese fishing boat was fined \$50 by Mr. Hazeland at the Magistracy yesterday for being in unlawful pessession of seven bags of coal. The defendant said he had dragged the coal from the harbour, but the appearance of the fuel caused his Worship to disbelieve the statement.

A summons was mentioned before Mr. Wood at the Magistracy yesterday in which Inspector Coombs of the Sanitary Department is

The death is announced of Mr. Leopold Tallieu, aged 71, at Lausaune. He was one of Chiua's old hands, having come out in the 60's; and is the brother-in-law of Mr. J. Travers-Smith, of Tientsin, now the head of the firm of Tall on & Co., started by the deceased. He also was the proprietor of the then only hotel in Peking for many years, and was greatly esteemed for his kindness and liberality by all who

Several officers of the British cruiser Kent, now in Yokohama, were the guests recently of Rear-Admiral Takaraba, Vice-Minister of the Navy, and eleven officers of the Naval Department, at an ayu fishing party on the Tamagawa and also witness d a display of cormorant fishing. In the evening the party proceeded to Baron Den's villa, in the vicinity of the river, where they were entertained at dinner served in Japanese style.

Viceroy Chao Erh sun proposes to organise a mile-post system in each of the Three Eastern Provinces. In Fengtien Province, says the Manchuria Daily News, the Viceregal Yamen at Mukden will be made the centre from which the distances to the other cities, towns and villages in that Province are to be measured, and mile-posts giving the distances will be erected in all these places. Kirin and Heilung-

A little singing bard of Hunghom, Some encounters here, it is remarkable that they window into a house, and was captured by the daughter of the tenant. Subsequently it The distress of the girl was so great that her father went in search of the bird. His failure to ask permission to enter his neighbour's house, however, brought about a quarrel, the upshot of which was that the neighbour was charged before Mr. Hazeland at the Magistracy yesterday with assault, and ordered to pay a fine

> Mr. George Hay, who for a number of years was in the service of the Nippon Yusen Kaisha, and for some years in command, died: at Yokohama on the 25th uit. Deceased, who was sixty-nine years of age, was born in Glasgow, and came to Japan about forty years ago for the Unju Kaisha, and when that company was merged in the N. Y. K. Captain Hay transferred his service, remaining with the Company for a number of years. Prior to the China-Japan War he had left the N.Y.K., but rejoined on the outbreak of hostilities and served through the war on transport rervice. In later years he has lived in practical seclusion, and has been in indifferent health. He leaves a son and two daughters to mourn his loss.

Admiral Count Togo, O.M., has been unanimously elected an honorary Knight Vice-President of the Knights of the Round Table Club. Hotel to his English and American friends re-Admiral of the Fleet Sir Arthur Wilson, Ad- killed miral of the Fleet Sir Edward Seymour, the Japanese Ambassador, Admiral Sir Archibald Douglas, Admiral Sir Arthur Moore, General Sir Ian Hamilton, Admiral Sir Cyprian Bridge, Admiral of the Fleet Sir Gerard Noel, Rear-Admiral Dandas of Dundas, Admiral the Hon. Sir H. Lambton, Mr. Laszlo, Sir Philip Watts. Captain Barker, Captain Young, Commander Taniguchi, Commander Saito, Captain Kato, Ordinance Engineer Yoshida, Commander Masaki, Mr. Copel, Engineer Commander Masui and Mr. Shibata.

THE BOATBUILDERS' STRIKE.

Further information concerning the recent strike of boatbuilders at Aberdeen was disclosed before Mr. Wood at the Magistracy yesterday, when the two men arrested were charged with leading the strike. Evidence disclosed the fact that there was an agreement by which the masters contracted to pay thirty cents on every \$100 contract to a sick and accident fund, When demand was made for this money it was refused, and thus the strike was brought about.

His Worship discharged the men and advised them to return to work, remarking that if their grievance was not righted they could petition the Registrar-General.

TELEGRAMS. TELEGRAMS.

THROUGH REUTER'S AGENCY.

THE GOVERNORSHIP OF THE STRAITS SETTLEMENTS.

COLONIAL SECRETARY PROMOTED.

LONDON, August 2nd.

Sir Arthur Young, R.C.M.G., Colonial Secretary of the Straits Settlements since 1906, has been appointed Governor of the Straits Settlements, in succession to Sir John Anderson.

(Sir Arthur Young has been Colonial Secretary of the Straits Settlements since 1906. He is the son of the late Colonel Keith Young. C.B., and was educated at Edinburgh Academy, Rugby and Sandhurst, He married in 1885 Lady Evelyn Anne Kennedy, daughter of the second Marquis of Ailsa. His career is given as follows: - Late 27th Inniskillings; local commandant of Military Police, Kyrenia, 1878; Assistant Commissioner, Paphos, 1879; Famagusta, 1882; Director of Survey and Principal Forest Officer, 1892; Member of Legislative Council, Cyprus, 1892; Chief Secretary, 1895; has at various dates from 1896-1905 administered the government of the island. He received the C.M.G. decoration in 1897 and the K.C.M.G. in 1908. His rank in the Army is that of

THE POLITICAL SITUATION.

LONDON, Au gust 2nd.

Lord Morley has issued a most urgent whip to the Liberal Lords, and takes unusualcourse of asking for a reply whether they will attend.

The political situation is somewhat changed by the enthusiasm with which the large body of Unionists supporting Lord Halsbury's " no surrender " party have announced overwhelming numbers of applications for the public meetings at Chelsea and Holborn on Friday. Overflow meetings are being arranged. Mr. Wyndham will be among the speakers at the Holborn meeting.

The greatest satisfaction is being expressed at Lord Lansdowne's letter.

LATER. Lord Morley's letter says the decision of the Lords will probably be taken on August circumstances of the situation are due to number is said to run into thousands. the hostile action of a small minority siming the dislocation of Parliamentary busines other undesired consequences that inevitably follow.

FIRE AT LONDON DOCKS FIREMEN RENDEBED UNCONSCIOUS.

London, August 2nd. At a fire which broke cut at the Union Cold Storage Wharf, London, firemen were overcome by the fumes of ammonia, and the burning eggs and provisions.

Twelve were rendered unconscious including the Superintendent, who was seriously frozen as the result of refrigeration.

TURKEY AND ALBANIA.

London, August 2nd. Turkey has practically reached as regarding Albania and the Montenegrins are now inducing the refugees to return to their homes.

AIRSHIP FATALITY IN ENGLAND

London, August 2nd.

A young English airman, named Gorald Napier, in a trial flight at Brooklands last night was thrown out of his machine and

A passenger escaped with a shock.

ANTI-TRUST LAW IN AMERICA.

LONDON, August 2nd.

A New York message states that in consequence of the order to comply with the anti-trust decision of the Supreme Court, the Standard Oil Company and the American Tobacco Company are arranging plans of dissolution which, it is expected, will be carried out before 1912. Other smaller trusts are also preparing to end their corporate existence and avoid prosecution.

PERSIAN AFFAIRS.

London, August 2nd. A Teheran telegram states that the British and Russian Legations have issued an identical Note declaring that they have frequentv admonished the ex-Shah to abstain from political agitation, adding that since he is now on Persian territory they cannot inter-

THROUGH REUTHE'S AGENCY.

CHINESE CURRENCY.

London, August 2nd. Meetings are being held in London to consider the Chinese currency reforms in accordance with the terms of the recent loan agreement. British, German, Chinese and American representatives are participating, and in view of the importance of the subject

all are pledged to secrecy.

INDIANS IN THE MALAY STATES.

LONDON, August 2nd.

The Right Hon. L. Harcourt, replying to Mr. Ingleby in the House of Commons to- gales day, said that the Government were unable to grant the Indians in the Federated Malay States a representative on the Federal

EMPIRE COURT OF APPEAL.

LONDON, August 2nd. The Appellate Jurisdiction Bill was read a second time in the House of Lords to-day. Lord Haldane said the measure laid the foundation for a single Court of Appeal for the whole Empire by combining the Court of Appeal of the House of Lords with the Judicial Committee of the Privy Council

NOTED ARTIST DEAD.

Imperial Conference.

The scheme had the concurrence of the

LONDON, August 2nd.

The death is announced of Mr. Edwin Austin Abbey, R.A., a distinguished painter who has been honoured in America as well as in Europe.

THE DOCKERS' STRIKE.

LONDON, August 2nd.

The London dockers' dispute developed rather seriously yesterday. At noon all the men at Tilbury, except those of the Port 9th, and he points out that the peculiar of London Authority, struck work. Their

ALGERE ELAMINATION.

Twelve schools entered teams for the annual examination in Hygiene, which was held on 14th July last.

The highest place has been taken for the second year in succession by Belilios Public School, with an average of 62.9. St. Joseph's College came next with 57.3, and St. Mary's School third with 51.4. As Belilios School was unable to send in a full team of 10, the Shield goes to St. Joseph's College.

LAWN BOWLS.

The international competition was concluded last night when at Kowloon Bowling Green the Scottish team won the second game and the rubber, the totals being 18 to 15. Both teams played exceedingly well, but the Scottish' skip having plenty of back wood spoiled the driving tactics of his opponent.

The scores were: SCOTLAND. ENGLAND. G. K. Haxton A. Blower A. Thornhill D. Cooper C. Alexander C. Bond

L. E. Brett (skip) (15 A. Ramsay (skip) (18) DEATH OF THE FORMER EMPRESS.

DOWAGER OF KOREA. The death has occurred at Seoul of Lady

Om, otherwise known as Princess Yi, formerly Empress Dowager of Kores. The deceased came from very humble parentage, and the place . f her birth is not exactly known. For some years prior to the China-Japan War she was employed in the Korean Court as hairdresser to the lady attendants, and at during her employment there that the old Emperor became greatly attached to her, and added her to his harem. Owing to jealousy among the wives of the ex-Emperor, Lady Om was obliged to leave the Palace, and for a time led rather a precarious life. When in 1895, owing to trouble between Japan and Russiaover Keres, the old Emperor sought refuge in the Russian Legation, Lady Om was restored to favour, and ultimately gave birth to the young Prince Yi, who for several years has been in Japan to be educated:

The ex-Crown Prince of Korea was about to start on a trip to Shinano, Echico and neighbouring districts when he received the news of the death of his mother. By special order of the Emperor of Japan,

the young Prince has left Tokyo for Seoul to attend the funeral.-Japan Gasette.

BOAT IN A SUIT-CASE.

A Parisian inventor has gone the limit in devising a craft for getting over the water, which is still so light and compact that it can be folded up and packed into a box no bigger than an ordinary suit-case. The case part unfolds and joins together to form the main framework or hull of the boat, which is of the catamaran order. The two cigar-shaped floats are made of waterproof canvas. When packed up they occupy little space, and when in use they are blown up with a bicycle pump. The framework is fastened between them by means of ribs and straps, and when you have fixed a threejointed, double-bladed paddle together and put a folding seat in place you are all ready to set out on your marine travels.

CORRESPONDENCE.

TYPHOONS IN AUGUST

DAILY PRESS."

SIE,-It was recently stated in the Daily Press that " as a rule " August is singularly free from typhoons. This is scarcely borne out by the Observatory records. During the 27 years 1884-1910 eight typhoons have occurred in Hongkong, i.e., eight typhoons of such force have come so near as to give a wind velocity at the Observatory of 80 miles an hour and upwards. Of these 8 typhoons

occurred in July cocurred in August occurred in September October November

Of typhoon gales of 48 miles an hour and upwards, 46 (including the above eight typhoons) occurred in the 27 years. Of these 46

> occurred in June occurred in July occurred in August occurred in September October

in November From these figures it will be seen that we may expect a full typhoon about every third year and typhoon gales at the rate of about two a year, that the typhoon season in Hongkong

commences in June, reaches a maximum in Sep-

tember, and cannot be said to be over till Nov-

ember. - Yours, etc.,

L. GIBBS.

GOVERNMENT HOUSE.

On Tuesday afternoon His Excellency The Governor received, by appointment, a deputation of Queen's College Prefects, introduced by the Head Master, Mr. Ralphs. The object of the deputation was to request His Excellency's scoeptance of a specially-printed leather-bound copy of the Coronation Number of the Yellow Dragon containing photographs of the Coronstion festivities at Queen's College. The presentation was made by the Senior Prefect. His Excellency, in accepting the volume, warmly thanked the deputation and graciously acceded to their request that he would forward, on behalf of the pupils of Queen's College, a similar copy for the acceptance of His Majesty The King.

NEARLY STRUCK OUT.

A case was set down for hearing in the Summary Jurisdiction of the Supreme Court yesterday morning. Mr. Gardiner, who appeared for the plaintiff, said his client was not present. His Lordship-I can't sit here twiddling my thumbs waiting for your olient.

Mr. Gardiner-I expect him here every momrate gordenip-re you had let me know I

should not have taken the trouble to come into Mr. Gardiner-Will your Lordship adjourn

it a few minutes? His Lordship -Is this your man coming in? Mr. Gardiner-I don't know ..

His Lordship-He seems very pleased with

Mr. Gardiner, after a consultation with the man who entered, said he would begin. His Lordship-Tell him I was going to strike

out the case. This was done, but the plaintiff continued to smile blandly.

KULANGSU (AMOY) MUNICIPAL

COUNCIL. Minutes of a meeting of the Council, held at

the Board Room, on the 11th July, 1911. Present :- Mossrs. W. H. Wallace (Chairman); W. R. M'D. Parr, 'Rev. G. M. Wales, W. Wilson, the Health Officer and the Svoretary. The minutes of the last meeting were read and confirmed.

A letter was read from H.I.J.M. Consul regarding the nuisance caused by the blasting, &c., at Ho-kee.

The question of the Arterian Well Contract having been fully considered, it is decided to stop further boring operations, cancel the contract and close the account. The Secretary was directed to issue an

" Express" for general information, that owing to the large number of stray dogs on the Island steps would be taken on and after the 20th July to destroy or detain (at the discretion of the Council) all dogs found without collars or With a view to encouraging the trapping and

destruction of rate it was decided to offer the sum of five copper cents for the body of every rat brought to the Municipal Offices, and the Secretary was directed to issue an "Express" accordingly.

The Captain-Superintendent reported that the following cases have been dealt with at the Mixed Court since the last meeting :- Sammonses: Encroaching on land 2, Assault 3 Illegally detaining a girl 1, Throwing rubbish, Ic., on to the public road 2. Summary arrests: Being concerns t in blasting rock contrary to Municipal proclamation 2. Theft 3, Assault 3.

THE POPULATION OF THE STRAITS SETTLEMENTS.

The Straits Government Gazette of July 21 gives what are presumably the final figures of the recent census of the Sirnia Settlements. There are no introductory remarks, but the figures show that in the Colony there are 369,843 Chinese, 240,206 Malays, 82 055 Indians, and 6,525 other nationalitie, making a total of 714,069, not including 8,005 floating population. In the Settlement of Singapore there are 5,803 Europeans and allied races 4,712 Eurasians, 178,772 China-born Chine e, and 43,883 Straitsborn Chinese, a total of 222,655.

SHIPPING NOTES.

The British steamer Cardiganchire (2,689 tons), now lying at Yokohama, has been sold to u Japanese firm in Kobe.

It is reported that a Swedish stemmship company has now decided to inaugurate an Oriental service after constructing two steamers which will mostly engage in the transportation of cargo. The Swedish Government is said to have decided to grant a subsidy of £50,000 for the next five years.

Steamship Co.) are reported to have purchased better result. from the Toyo Kisen Kaisha the America Maru (11,000 tons), hitherto used on its Hongkong- in freights in all directions has gradually San Francisco line, at the price of 620,000 yen. extended to China, and absorbed much of The steamer will be put on the Formosan line the irregular tonnage which has for so (between Yokohama and Takao), to replace the long rendered freights unprofitable in the Far Ozu Maru,

Yokohama was visited by a typhoon on the night of July 25th, and from the Japan Gazelte's report, we learn that the P. & C. steamer Palermo, which was lying at No. 2 buoy, dragged her anchor and ran aground at a point off Kanagawa. The British steamer Peleus dragged her anchor and collided with the Japanese steamer Minoshino-maru. Another collision occurred between two steamers of liability attaching to the year 1910. the Indra Line. The Indrasamha, which After making provision for this payment, was lying near the Indrades, dragged her placeting £55,379 to depreciation anchor, and her bow struck the side of the other | £3,000 to reduction of expenses of debenture vessel. The German ganboat Luchs, lying issue and meeting all other outgoings, attention to educational matters. Speaking for her dower," have not similar opportunities. outside the breakwater, dragged her moorings, there remains a balance of £5,683, which and finally collided with the Japanese steamer it is proposed to carry forward. Kenkon-maru, which left Yokohama yesterday, but had put back for shelter.

An article by a shipmastor on the China Coast, contributed to the latest Leading Light pleads for some more efficient fog-signal for a vessel at anchor than the present one of ringing the bell. It is pointed out that in a harbour the present regulation no doubt suffices, but when a vessel is anchored in open water, as so frequently occurs on the China Coast, there is little opportunity of the bell being heard in sufficient time to avert collision. "A few years ago," remarks the writer, "I happened to be at anchor in a fog about seven miles S. E. of Bonham Pass; a steamer's whistle was heard bearing down towards us from the direction of the pass and our bell was rattled for all it was worth, but it was only when the approaching vessel saw as that she put her belia over and cleared us by a few feet; as the wind was blowing from N. W. about force 3 at the time, I do. not believe our bell was heard at all, and had there been a collision I should probably have been accused of not keeping it going." The writer advocates a system of signals on the steam whistle to replace the present inadequate hell signals for ressels lying at anchor in open

Particulars are given in a Blue Book issued from the offices of the Board of Trade as to the seamen employed on British merchant vessels who lost their lives during 1909-10. Altogether the deaths from accidental or other injuries. numbered 219 Lascars and 218 foreign seamen Disease carried off 872 men-452 Britons, 300 Lascars, and 130 foreigners. The rates of mortality were :-

Injury. Disease. l in 206 l in 358 British... 1 in 197 1 in 144 1 in .38 1 in 251 Foreigners

Drink is stated as the direct cause of the deaths of 15 seamen, of whom 13 were British and 2 were foreigners. In addition, it is prob. able that this was a contributory cause of the death of 106 persons in all. With regard to. the nationality of the 106 persons whose deaths were attributed directly or indirectly to drink of the British seamen employed 1 in 2,073 lost his life from this cause, of foreigners 1 in 1,208; and Lascars only 1 in 14,381.

The famous Upper Yangise steamer Shutung (Captain Plant) met with an accident recently and will probably need to be docked again at Shanghai. The Shulung navigates the gorges above Ichang. Mr. von Stranch, Acting Commissioner of Customs at Changking, says in his

trade report for the year 1910 :-"The successful running of the s.s. Shutung is undoubtedly the most important item to be recorded under this heading. - This boat made 14 trips between March 24 and December 20. Only one accident occurred, namely, on her 13th trip, when she ran on a rock, but was soon refloated and repaired, and resumed running none the worse for her mishap. From the end of December to the end of March the Shutung must lie up, as three rapids-the Kunglington, Chington, and Singlangtan-prevent steam navigation at low water. The financial result has been splendid, and although this was partly due to exceptionally heavy shipments of silver, which are not likely to recur every year, the fact has been proved that steam navigation on the Upper Yangtze can be made a financial success. What enabled the Szechwan Steam Navigation Compuny to succeed where others had failed was the fact that the company was able to secure the services of Captain S. C. Plant, a man who for 10 years had had and had used the opportunity to study the dangers and intricacies of the river above Ichang; in fact, it is not too much . to say that the success of the Shuntny was a personal triumph of his skill and perseverance. His accomplishment marks, of course, a great stop forward in the development of steam traffic to Chungking, but its dangers and difficulties must not be under-estimated: these and the lack of captains who have the requisite knowledge of the river will stand in the way of a rapid development. But development will come, and the benefit which will accrue from the linking up of this hitherto secluded province with the outer world cannot be overestimated.

COMPANY REPORT.

INDO-CHINA STEAM NAVIGATION

The report of the Indo-China Steam Navigation Company, Limited, for the year 1910, which was presented to the meeting on 13th ult., states: - The final result of the year's working does not reach the level which was at one time anticipated, although distinct progress towards a more profitable state of affairs can be recorded, and lut for a severe financial crisis in Shanghai last summer, it is safe to assume that the The Osaka Shosen Kaisha (Mercantile year's business would have shown a much

The improvement which has taken place

The credit side of the revenue account fincluding £7.537 brought forward from last year with an addition of a transfer of £20,000 from underwriting account) amounts to £116,407. out of which £7,438 was paid in November last in reduction of the preference dividend in arrears, and it is now proposed to further reduce the arrears by the payment of £22,315, which will only leave outstanding the contingent

No additions have been made to the company's floot during 1910, and no building contracts have been entered into. Two of the company's older steamers, the Amara and hin Sung, bave been disposed of during the year at satisfactory

The retiring Directors are Mr. H. Brazley and Mr E. Beauchamp, M.P., who, being eligible, offer themselves for re-election.

Messrs. Turquend, Youngs & Co., the Auditors, retire and will be proposed for re-election. By order of the Board,

A. G. WELLS. 29, Cornhill, Tondon. Secretary. 5th July, 1911. Balance she t at 31st December, 1910.

Liabilities. To Share Capital-Authorised £1,200,000 divided into 120 000 6 per cent. Cumulative Preferred Ordinary Shir s, and 120,000 Deferred Ordinary Shares of £5 each. Subscribed and paid up — 49,589 Cumulative Proferred £247,945 0 0 Ordinary 49.589 Deferred

247,945 0 0 To First Mortgage Debentures :-First issue of ... £345,000 Subscribed and issued Also £22,000 issued and lodged with Bankers as security for

temporary Loans as may be Trequired. To Halance of Underwriting To Sundry Creditors in London

To Deposits To Balance from Revenue Account 235,436 15 8 To Less Interim Dividend declared 29th November, 1910 ... 7,438 7 0

Nore.— Contingent liability for Cumulative Preferred Dividend for 1908, 1909 and 1910 amounts to £37,191 15 0

Assets. By Steamships, Hulks, Forry £864,001 13 Less Depreciation written off for 55,364 19 2

£808,636 14 Coals and Provisions on board Ships and in Godowns By Office Furniture By Sundry Debtors in London and China, Agents' Balances, Freights, &c. By Cash in London and China 18,048 11 9 By Deposit at short

3,700 0 0 notice ... By Deposit in names of the Trustees for Debenture Hold-By Expenses of De-14,980 To 0 beninre Issue. Less Written off 3,000 0 0

£971,963 3 0 Revenue account for Year ending 31st December, 1910. To General Charges and Telegrams in London and China, including Directors', Trustees and Auditors' Fees

1,155 To General Interest To Debenture Interest. Expenses of Debenture Issue, amount written of To Depreciation Account-On Steamships,&c. £55;364 19 2 On Office Furniture 15 0 0 To Premiums on Redemption of

Debet tures To Balance transferredate Balance 35,436 5 8 1

£116,407 15 By Balance brought forward from

By Net earnings of steamings for the year, including adjustment of commission and charges made by the General Managers.... By Amount transferred from Underwriting Account ... 20,000 0 By Transfer Fees ...

> £116,407 15 W. KESWICK, Director. H. BEAZLEY, Director.

We report to the shareholders that we have

obtained all the information and explanations we have required. We have examined and compared the forgoing balance sheet and profit and loss account with the books and vouchers (BY PROPESSOR SMIDDY IN "THE TIMES." kept by the Company in London, and with the statements received from the General Managers in Chins, and in our opinion the balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs according to the best of our information and

the books of the Company. TURQUAND, YOUNGS & Co.,

London, 5th July, 1911. KAN YU-WEI AND LIEUNG

KWEI-CHU.

the explanations given to us, and as shown by

AUDITORS' REPORT.

their place of retirement in Suma, in order to actions in after life." He says elsewhere, "N plation of the new moon whose radiance he is to be engaged." they said invoked memories of their native | Students who have pursued the prescribe official intimation whatever of the alleged nations receive an Arts or a Science degree, purdon, but that of course may be taken with due | Evidently this education is designed primaril views were more conservative than liberal. He for commercial life of the lad who has only had no desire to see Chinese manners and customs abandoned wholesale to mak- room for foreign characteristics, and any people who entirely rejected their own systems for the sake of foreign might be said to have entered the downward path. There was nothing which he felt more inclined to denounce than the giddy doctrines of the unthinking student who sought to raise himself into eminence on the ruins of his

country's ethics. and how rejoiced he and his fellow refugee of commercial education of University standard would be if their time had really come to appear | the objections that have been raised against it once more upon the political stage of their are also said to be applicable to medical educanative country.

Count Okuma, who is invariably interviewed in connexion with every serious question of Chinese politics, observes, with regard to the alleged pardon of the two politicians, that there could be no greater mistake than to call them "Radical." They are essentially supportors of a limited monorchical form of government. When they enlisted the sympathies of the late Emperor and induced him to embark upon the stream of reform, their only mistake was that they placed themselves too far in advance of the time. But the reforms they advocated have ceased to be academical questions and have entered the domain of practical politics, so that if they return ed to Peking now they would find themselves the right men in the right place.-Japan Mail.

ENGLAND'S DANGER.

THE POSITION OF THE MEBCHANT NAVY.

mercantile navy is decreasing, the number of alleged they have been most willing to help. foreigners employed in British ships is increasing, and that now no fewer than 40,000 foreigners are to be found there.

Shipping Act of 1844, which states that: United Kingdom do largely depend on a large, constant, and ready supply of seamen, and it is therefore expedient to promote the increase of the number of seamen and to afford them all due

encouragement and protection. was trebled in the last half of the nineteenth same lines as their medical training, many century, the number of British seamen engaged educationists are of opinion that the degrees in the mercantile marine decreased 25 per cent: conferred on those, who!pursue their courses of and its young men and boys 85 per cent. In studies and pass the prescribed examinations 1889 the estimated number had fallen to 60,709; should be purely academic ones, viz., B.A., B.Sc., while in 1901 there were only 44,390. From a and not the B.Com., which is a professional later Blue Book it appears that the number in degree in commerce and raises for itself the 1906 was 34,052. In 1904 it was estimated that some protonsions to ultimate success as the there were 40,000 foreigners in the British mer- medical and other degrees, while its instruction

Mr. Drage points out, in a letter to The results for the commercial student. Times, that inasmuch as we own something like half the mercantile tonnage of the world, is to be retained—and it is desirable that it and as the bulk of our raw materials and two- should-educationists and business men should thirds of the food we eat are transported from | combine to fuse the technical and experiential across the se's it is a national repreach that sea | aspects of commercial knowledge with the . training is the only form of technical education for which no organic public system exists. It is, moreover, in a special sense a national danger, because the conversion of merchant ships into warships on the high sens in time of war is not prohibited by international agreement, and our rivals are certain to make use of this mode of warface should occasion arise. Presumably the Admiralty will in time of war provide, as formerly, armaments for merchant ships, but the crews of British merchant ships are now often composed of mere unskilled labourers without training or discipline and with absolutely no knowledge of gunnery or the arts of war.

"It is the fashion in such cases," he goes on, "to not with the rising generation. Having been ever since 1896 closely associated with the management of a training ship (the Exmouth), from which 3,300 boys of the poorest class have passknowledge not only that there is no diminution | the medical and legal practitioners. 55,379 19 2 English boys, but also that they compare favourably with those of foreign countries with 376 5 0 which, as a practical administrator, I feel obliged to keep in touch."

LATEST STEAMER. MOVEMENTS.

The H.-A. Line str. Alesia left Singapore on the 31st ult. p.m., and may be expected here on or about the 6th instant a.m. The str. Glenturret left Singapore of the 1st

inst., and is due here on or about the 7th inst. Yokohama for Victoria and Vanconver, B.C., on the 1st inst., at 12.30 p.m.

The P. M. S.S. Co. str. Manchuria sailed from San Francisco on the 2nd instant for Hongkeng, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 29th instant.

FACULTIES OF COMMERCE BRITISH UNIVERSITIES.

NEED FOR PRACTICAL TRAINING

University education has, within the las decade, in the British Isles extended the scope of its instruction along various lines. The mos-

recent and, perhaps, the most characteristic ad dition to its functions has been the establishment of Faculties of Commerce in the more modern Universities-c.g., the Universities of Birmingham, Manchester, Liverpool, the Na tional University of Ireland, &co.

Although the older Universities-Oxford and Cambridge - have not, at least nominally, followed their example, yet they have not over-looked the bearing and importance of University education on commerce and industry. As Professor Marshall says in the "New Cambridge Curriculum in Economics," "its bject is to beget for those who are looking forward to business career or to a public life a good in el-A correspondent of the Aschi Shimbun has | lectual training and opportunities for distinction visited Kan Yu-wei and Lieung Kwei-chu at in subjects that will bear on their thoughts and learn their sentiments with regard to the attempt is made to fill the mind of the student pardon alleged to have been granted to them. with a mass of technical information connected He found the two exiles sitting in contem- with a particular branch of business in which

They professed to have had no courses of study and passed the required examireserve. Mr. Kan said that, assuming the truth for those who are likely to inherit commercial of the pardon, his return to China would depend positions of importance or to whom exceptional largely on the position given to him by the opportunities will be afforded of filling at an Peking Government. He added, laughing, that early age posts of control in the higher branches if he were granted a post superior to that of business or public life. It will not be of held by the late Li Hung-chang, he would much advantage, from a monetary point of gladly return to China, and devote his view, for those who, "courting this education seriously, however, he declared that his political | The average business man doubts the suitability

received a University education. As, however, these courses lay no pretensions innovations. Every nation must preserve its own | to, and the degrees do not imply, professional training for business—viz., a claim to technical and experiential knowledge—the essential claims of this education can, perhaps, be justi fied; but claim to business knowledge is implied in the sime and degrees conferred by the Faculties of Commerce in the more recently established Universities. "They aim at providing a course of training suitable for men Mr. Lieung Kwei-chu was interviewed who look forward to a business career." They with great brevity. He seems to have are apposed to prepare a lad for business in the confined himself-chiefly to noting how painful same manner as the Medical Faculties prepare it h d been to live in exile for eleven years, a lad for medicine. And to justify the claims

> MEDICAL TRAINING EFFECTIVE. Medical training is conducted in a very differrent manner from the commercial training that exists in British Universities. The former combines the theoretical, technical, and practical aspects of knowledge; a combination which is the most thorough and ideal form of technical education-it is a synthesis of the knowledge acquired in the lecture half, the dissecting room, pathological and clinical laboratories, and

It is precisely because University training in most of the Faculties of Commerce-tacks the technical and practical or experiential aspects of knowledge that they have not mot with the success they had anticipated.

The vest majority of employers are not "detecting in the finished University product an item of value for business purposes." It has recently been stated by one intimately connected with the establishment and working of. A most serious state of things in regard to the Faculties of Commerce in England that it is the position of the British Mercantile Marine is difficult to bring many people to avail themselves revealed, says the Globe, by Mr. Geoffrey Drage, of a commercial education of University type. who utters a note of warning which our states. Banking and shipping people as a whole have men cannot afford to neglect. He shows that explicitly stated that Universities have not prowhile the numbers of British seamen in the duced the type of lad they require; while it is

The Dublin Commission (Irish University Act), in its report to the late King on the evidence they gathered when examining into the He quotes the preamble of the Merchant | working of the Faculties of Commerce in Englind, stated that the results achieved were not The prosperity, strength, and safety of the encouraging and that it was with diffidence they were about to establish chairs of commerce in the National University.

A very probable explanation of this comparative failure is the absence of technical and experriential knowledge. Unless the Uni-Nevertheless, while British merchant tonnage | versities model their commercial training on the captile marine earning two millions sterling in and training are not carried out in in a manner likely to beget equally successful monetary

. If, on the other hand, the degree of B.Com

The Dean of the Faculty of Commerce. Birmingham University, in his instructive and interesting pamphlet en "Its Purpose and Programme," says, "And while no curriculum can be devised which will enable the commercial graduate to step at once into a position of leadership and authority, much can be done to enable the young man of business to profit by his early experiences more rapidly and less painfully than is commmonly the case. But if a thorough theoretical and practical

training has been acquired by the student before getting the degree, he can "step at once" a responsible position which will procure for him . talk of national decadence, but the difficulty is asslary beyond that given to an ordinary clerk. The problem for solution then is to devise some method by which this fusion of the practical with the theoretical can be effected. there is no reason why the same kind of co-3,000 0 0 ed into the Royal Navy and 3,200 into the operation should not exist as that which exists

> (1) Students might acquire the practical perience during their University course by spending some time daily at business during the terms," and by devoting their full time to it during vacation.

Medical students spend a part of their time daily in the hospitals and infirmaries; solicitors' apprentices are accommodated with a corner in a lawyer's office; some engineering students combine the hard work of the workshop with the Makado Hotel was the scene of the disaster, their studies at the University.

Or (2) they might acquire the practical knowledge before beginning their studies at the University. This is the method adopted by the The C.P.B. Co.'s str. Empress of Japan left two largest and most prominent of the German Commercial Universities, Berlin and Cöln. WHAT IS DONE IN BERLIN.

The programme of the Berlin Commercial University, which is similar in its aim and policy to that of Coln, states "that it has been the strengous endeavour of the founders in organizing and developing this institution to keep in

touch with commercial practice and business life. It has not been the intention to abandon or replace commercial apprenticeship; in fact, the University is particularly meant for commercial students who have gone through a regular commercial appronticeship," and have at-

tained a very high level of intellectual culture. These two Universities have so far, met with conspicuous success-with which the British Faculties compare unfavourably- and had on their rolls during the last Winter Semester over 1,000 matriculated students, most of whom had served their commercial apprenticeship and were between the ages of 23 and 24. They were pursning a full two years' course of instruction with a view to acquiring a diploma. In addition to these over 2,000 students were taking partial courses. These Universities have been promoted by the Chambers of Commerce in their respec-

Berlin Commercial University was founded 1904-6, and organized by the Berlin Merchants Corporation at an expense of £175,000, and is maintained solely at their expense.

They have also founded and provided for a number of continuation and evening schools and training classes for commercial students and employes of either sex, which are at present attended by over 6,000 pupils.

Is it not imperative that the business men of the British Isles should emulate the example of Germany and enter into active co-operation with those Universities that prepare students for and give a d gree in commerce? This cooperation must be a closer one than that which exists between Advisory Boards and the Universities, one prompted and systemed by mutual responsibly for the results attained: :

Would it not be feasible to form a Commercial Representative Council, its members being chosen from the various Chambers of Commerce the oughout the United Kingdom P This Council should represent the Banks, Railways, Shipping Companies, Manufacturers, Merchants, Insurance Companies, Stock Exchange, &c., and should co-operate with the Faculties of Commerco, somewhat after the lines in which the General Medical Councils co-operate with the Medical Faculties of the Universities.

. If this General Representative Commercial Council would draw up in conjunction with the Facul ics of Commerce and adopt an educational curriculum of a high type, and if the business community will furnish all the opportunities required by the students for the acquisition of experiential knowledge, and reinstate them on their positions after the completion of their studies in the University, students will flock to it, because, it would be a sure channel to commercial success

To ensure this result this General Representative Commercial Council must be backed up by the cordial co-ope ation and active support of the individual members of the various Chambers of Commerce throughout the British Isles. They should give not morely these "notional" but "real assent ' to the efficiency and importance of the training they are helping to

SEVERE STORM IN YOKOHAMA

CONSIDERABLE DAMAGE TO PROPERTY.

The Japan Gasette of the 26th ult. says:---Yokohama was last evening and early this morning the centre of one of the severest typhoons experienced in this part of Japan for the past fourteen years. The hoisting of storm signals at the Mateorological Station on the Bund at about ten in the morning prepared the senfaring portion of the community for a "blow," but to the mere landsman nothing quite so disastrous was anticipated when the major part of the community retired to rest for the night-a retirement which, in the case of a very large number, was interrupted until about three o'clock, when the wind and rain, having done its worst, began to show some signs of PRINCES PLATE,

According to the report received by the Yokohama Harbour Office from Tokyo, the centra of the typhoon was located at six o'clock yesterday morning in the districts between the Inland Sea and Ku Peninsula. and was reported to be moving in a northeasterly direction at a speed of about ten miles an hour, the lowest depression averagfrom 29.17 inches to 29.23 inches At about four o'clock in the afternoon a

second report was received from Tokyo stating that the atmospheric conditions were unchanged up to 2 pm. Towards evening. however, the depression must have moved somewhat rapidly. At about eight o'clock there was nothing to warrant the expectation of a severe blow, but an hour later the wind had strengthened, and at ten o'clock heavy rain commenced to fall. The barometer showed signs of a rapid fall, and within the next hour had dropped from 29.41.0 to 29.31.6 inches. By midnight the storm had developed into a cyclone, the houses on the Bluff being shaken as if by a continuous earthquake shock. Sleep was out of the question, and in many cases residents preferred to sit up until the storm abated. Many houses were flooded, the heavy rain finding the weak spots in the buildings, and in many cases considerable damage was done to the interior o though every crevice as if through a sieve

Shortly before twelve o'clock the electric light was out off, thus adding to the inconvenience of residents, and to the element of danger by fire through the use of candles and lamps. To venture out into the street while the atorm was at its height was extremely danger-

ous. Tiles were blown from the roofs of the houses; trees in the neighbourhood could into heard bending to the gale; while the sound of the syrens and whistles from shipping in the harbour added to the uncanniness which prevailed for several hours. The barometer continued to fall steadily, dropping from 29.02 to 28.74.1 between the hours of one and two, reaching the lowest point, 28.66.6 at 2.30 p.m. By three o'clock the rain had ceased considermercantile marine, I can say from personal between the Medical and Legal Faculties and ably, and the rise of the baromeeter to 28.78.8 inches gave ground for believing that the worst in the energy, endurance, and love of the sen of The problem might be solved in two ways:- had been passed, and very soon many households

were again astir, being aroused by the sound I been greated most warmly by Dr. Wu on his of the fire-bells. The danger of fire must have been in the minds of most householders. and when the usual clanging of the bells was heard on the Bluff there was considerable anxiety as to the scene of the outbreak. At the Bluff Police Station it was soon learned that and as will be seen from a report in another column the building was completely gutted.

THE EXTENT OF THE DAMAGE. To estimate the full extent of the damage at the time of writing is impossible, but from particulars gathered from various sources, it is evident that the losses caused by damage to property are very great, while in the Harbour one or two launches are reported lost, and cousiderable damage has been done to shipping

INTIMATION8

For 4 Years. Mass of It All Over. Most Irritating and Itching. Could Hardly Keep Fingers Off. Nothing Would Stop It. Cuticura Ointment Gave Instant Relief.

In 3 Weeks, Not a Spot on Face.

"For some four years, off and on. my face kept breaking out with rezema. It was most irritating and itching, so I could hardly keep my fingers off it. At last, for six or eight months, my face was a mass of breaking-out all over. I bried several ointments but they did no good. Nothing would stop it. I got a box of Cuticura Cintment which gave me instant relief from the irritation and in the course of three weeks I had not a spot on my face. I only bought one tin of Culleura Cintment but the Cutioura Soan I use regularly. I find Outlourn Soap most excellent for shav-ing. Where I used to get a maty piace on the right side of my chin, since I am using Cuticura Soap I do not get it at all. I hope you will be able to use this letter to the advantage of other sufferers from eczema." (Signed) Samuel Wm. Kirk, Sunrivside, Twerton Hill, Bath,

Som., England, Dec. 23, 1909. Mr. Kirk's letter shows the success and soonemy of the Cutioura Remedies in the treatment of terturing, disfiguring humours of the skin. Cuticura Soap and Dintment are equally effective in preserving and beautifying the skin, scalp and hair, and in preventing minor eruptions from becoming chronic. tablet of Cutleura Scap and a hox of Cutioura Ointment are often sufficient Sold throughout the world. Depots: London, 27, CAptin: Australia: R. Towns & Co., Sydney: India.

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SILVER FITTINGS

LEATHER HAND-BAGS, and WALLETS,

- RAZORS.

LIFE OF PLAGUE GERMS.

DR. MEBNY'S BODY CREMATED. The following disputch appears in the Peking

Daily News :-Three weeks ago the Russian doctors oremated all the plague bodies which had been buried last winter, including those of the doctors and sanitats. From fifteen of these they removed the heart for culture and examination purposes, including those of Drs. Mesny, Michell, and Lebidirva (lady doctor) and students Mamontoff and Beheff. In ten out of fifteen cases the doctors were able to obtain living cultures of . plague baccilli, including all the above. The

All of these bodies were cremated and the ashes laid back again. The pipette containing Dr. Michell's blood, which has infected the tarabagan with the baccilli, spurted into Dr. Zabolotny's eye,

soil surrounding the coffins, 21 metres deep,

was still frozen, and the baccilli had not died.

fortunately with no harmful results. This happened on the 11th inst. The doctor retired once again, in the hope of securing rest. washed his eyes and isolated himself. He is Within a very short time, however, many now, however, well and about again, and has

most fortunate escape. The Russian doctors have confirmed the statement of the Chinese doctors that the first sick tarabagan discovered this year was in Rus-

sian territory. Professor Matchnekoff, Assistant Professor of the Paris Institute of Pasteur, is now in Astrakan collecting information, on the tuber-

Last Monday a big dinner was given to Di Zabolotny. The hosts were the Chinese authority rities and doctors and the Russian Anti-Place and Railway doctors. Several interesting speeches were exchanged in the course of evening. The principal point the speakers emphasized was the necessity of keeping science away from the turmoil of political strife, for the more science progresses the happier the people : and the friendlier the nations become,

Orders for eatra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is imited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12. Telegraphic Address : Phinn Codes: A.B.O. 5th Ed-Lieber's.

NEW ADVERTISEMENTS

BANK HOLIDAY.

n Accordance with Ordinance No. 6 of 1875. the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, 7th inst, Hongkong, 3rd August, 1911.

TO LET.

NO. 3, ROSE TERRACE, Nathan Road, Kowloon: Possession from 1st September, 1911; Apply to-

BARRETTO & Co. Hongkeng, 3rd August, 1911.

ON SALE.

DOUND VOLUMES of the HONGKONG WEEKLY PRESS. January to June, 1911. With INDEX. Price \$7.50. On sale at the " HONGKONG PAILY PRESS' Hongkong, 2nd August, 1911.

FOR SHANGHAL

FILE P. & O. S. N. Co.'s Steamship

"DEVANHA," Captain H Powell, will leave for Shanghai TO DAY, the 3rd inst., at 7 A.M. For Freight or Passage, apply to E. A. HEWETT,

Superintendent. Hongkong, 3rd August, 1911.

HONGKONG JOCKEY CLUB.

MEETING of Members interested in ordering Subscription Griffins for next Races will be held in the Offices of the HONGRONG JOCKEY CLUB, ON SATURDAY next, 5th August, at 12.30 r.m. T. F. HOUGH.

Clerk of the Course. Hongkong, 29th July, 1911.

NEW ZEALAND GREEN-STONE.

PECIMENS of this lovely Stone, worn universally as a Fashionable Article of Jewellery, Mailed direct to you for 10/-. Write to-day. B. WEINGOTT,

Dept. J. Wanganni, New Zealand.

ITALIAN MARBLE.

A ONUMENTS, FIGURES, HEAD-VIL STONES and CROSSES in Stock at-BROWN, JONES & Co., 41. Morrison Hill Road. Hongkong, 1st June, 1911.

AUSTRALIAN BUTTER.

There is Nothing better than the best. We keep it.

Do you want it?

FOUR BRANDS FOUR PRICES

Fresh, Sweet, Firm and cold as ice.

THE

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Impection Invited.

WM. SCHMIDT & Co. Hongkong, 26th October, 1906.

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19. QUEEN'S ROAD CENTRAL.

BRNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1907

PUBLIC COMPANIES

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETIETH ORDINARY HALF-YEARLY MEETING of SHARE-HOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 8th August, at 12 o'clock Noon, for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and

Auditors. The TRANSFER BOOKS of the Company will be CLOSED from 25th July to-8th August, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE. Secretary. [928 Hongkong, 11th July, 1911.

HONGKONG AND BOUTH CHINA STEAM FISHERIES CO., LTD.

TOTICE IS HEREBY GIVEN that the ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Offices of the General Managers on WEDNES.
DAY, the 9th day of August, 1911, at 12 o'clock
Noon, for the purpose of considering the Report
and Accounts to 30th June, 1911, and to transact

Dealers in any business that may be transacted at an

Ordinary General Meeting. NOTICE IS GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from 1st to 9th August, 1911, both days inclusive. BRADLEY & Co.,

General Managers.

Hongkong, 29th July, 1911.

HONGKONG & SHANGHAI BANKING

OFICE IS HEREBY GIVEN that the ORDINARY HALF - YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL.
Hongkong, on SATURDAY, the 19th day of
August, 1911, at Noon, for the purpose of
receiving the Report of the Court of Directors,
together with a Statement of Accounts to 30th

CORPORATION.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY. OO A L the 7th August, to SATURDAY, the 19th August, 1911 (both days inclusive), during which period no transfer of Shares can be registered. By Order of the Court of Directors,

Chief Manager. Hongkong, 2nd August, 1911.

NOTICES OF FIRMS

CHINA FIRE INSURANCE COMPANY LIMITED.

NOTICE.

TROM This Date, and during the Absence of Mr. G. W. C. PEMBERTON from the Colony, MR. H. F. HICKMAN has been. appointed ACTING SECRETARY to the Company. By Order of the Board of Directors. H. A. SIEBS,

Chairman. Hongkong, 24th July, 1911.

NOTICE.

HAVE This Day established myself at Hongkong and Canton as a General Export and Import Merchant under the style of HUSAIN P. MADAR & Co. H. P. MADAR.

Hongkong, 1st August, 1911.

ON SALE.

HONGKONG HANSARD REPORTS LEGISLATIVE COUNCIL Session 1910.

REVISED BY THE MEMBERS.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1911.

CHILDREN OF FAR CATHA

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST. By CHAS, J HALCOMBE

(Formerly of the Imperial Chinese Custom) Service, Author of "The Mystic Flowery Land," etc.).

THE VOLUME which consists of 166 Pages, and includes a Sketch Plan of bistorical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chines Emblem in Gold.

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To be obtained from Messrs. KHLLY & WALSE LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "Hongrong DAILY PERSS" Office.

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KOWLOON BOOK STALL, Ferry Wharf. Messrs. H. RUTTONJEE & SONS. Kow.

locu Store, No. 36, Haiphong Road. Messrs. HUNG CHEONG, Haiphong Road Mr AH YAU, Hongkong Stall, Ferry Wharf

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AGENCIES :--YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GHARING & Co. MANILA: Mesers, MACONDEAT & Co. SINGAPORE: Messrs. Borneo Co., LTD

For Particulars, apply to Y. SHIBUYA, Manager,

No. 2, Pedder Street, Hongkong Hongkong, 12th May, 1911.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES. FROM CAUCUTTA, PENANG AND SINGAPORE

THE Steamship

"LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 2 P.M. of the 2nd Aug. will be landed at Consignees risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IM. MEDIATE delivery of their goods from along. side, such cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned. DAVID SASSOON & Co., LTD.,

Hongkong, 31st July, 1911.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE. NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR," having arrived. Consigness of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 4th Aug. will be subject

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 4th Aug., at 9.30 A.M. All Claims must reach us before the 8th Aug., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned. NORDDEUTSCHER LLOYD,

MELCHERS & Co., General Agents. Hongkong, 28th July, 1911.

TO LET

TO LET.

NTOS. 9 and 10, MACDONNELL ROAD. FLAT in Blue Buildings, 4, Praya East. 19. CONDUIT ROAD. GODOWNS, To Let, at Blue Buildings,

4A, Praya East, "CREGGAN," 39, The PRAK. OFFICES in KING'S BUILDING, 4th floor. GODOWNS, 151 to 155, PRAYA EAST. SEMI-EUROPEAN FLATS, Praya East, corner of Observation Piace. The Trams stop at the door. Also New EUROPEAN FLATS, adjoining the new Seeman's Institute, Praya East.

Apply to— THE HONGRONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 1st August, 1911.

TO LET.

Hongkong, 8th June, 1911.

N OFFICE in Alexandra Buildings. Apply-A. S. WATSON & Co., Ltd.

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Care of "Daily Press" Office, Hongkong, 1st August, 1911.

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FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap rent. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon, Immediate Possession. Cheap Rentals. Area 65,200 square feet with 255 feet See

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TO LET.

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Apply-CHATER & MODY. Hongkong, 31st March, 1911.

TO LET.

MENT & AGENUY CO., LD.

GODOWN, No. 4, New Praya, Kennedy Apply— THE HONGKONG LAND INVEST-

TO LET. TIWO OFFICES on 1st Floor of Hotel Mansions.

Hongkong, 1st August, 1911,

Apply to-HENRY HUMPHREYS. Alexandra Buildings. Hongkong, 7th April, 1911.

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FFICES on Ground and First Floor in Reserve Fund Chater Road. Very central position. No. 7, DUDDELL STREET, 1 Godown. "KELLETT CREST," No. 56, PEAR, from 1st August, 1911. No. 9, BEACONSFIELD ARCADE The EYRIE, No. 13, Peak, newly Painted and Colour-washed. BEACONSFIELD, from 1st June, 1911. No. 57, PRAYA GRANDE, Macao. FOR SALE.—TOR CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands. Apply to- LINSTEAD & DAVIS.

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Hongkong, 2nd August, 1911.

Apply to— THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD. Hongkong, 1st August, 1911.

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GODOWNS in Masons Lane, good for storage of Wines and other Articles. Rent moderate. Apply to— DAVID SASSOON & Co., LTD.

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INTEREST on deposits is allowed at 34 per cent. per annum. Depositors may transfer at their option balance \$100 or more to the Hongkong AND

For the Hongkong and Shanghai BANKING CORPORATION. N. J. STABB, Chief Manager. Hongkong, 24th January, 1911,

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Hongkong, 1st May, 1911.

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F. C. MACDONALD,

Acting Manager.

TONGKONG AND SHANGHA

Hongkong, 14th July, 1911.

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DRESS.

RUBBER INDUSTRY THE EXHIBITION.

A REGORD OF WONDERFUL PROGRESS.

two more interesting exhibitions than those de- shortly have to yield the premier place voted to the use and growth of rubber in all its to the plantation rubber, while Liverpool will phases, at Olympia in 1908 and at Islington in ere long become a port of secondary importance 1911. The first International Rubber Exhibition in the rubber trade as compared with London, tion was in many ways unique in character, and served as an introduction to the public of this country of one of the most remarkable veget.

A Correspondent with intimate knowledge returns for the month are not altogether of the Stock Exchange gives his views on the unsatisfactory, remarks the Daily Telegraph. a rubber exhibition had already been held in Cévlou in 1906 under the auspices of the rubber companies, of Sir Henry A. Blake, the then Governor, with very important results, but it may well be affirmed that the display over which he presided at Olympia three years ago came as a surprise to all but the very few interested in rubber, either as merchants, planters, or in rubber, either as merchants, planters, or in rubber, either as merchants, planters, or in rubber estate.

Of the Stock Exchange gives his views on the position and prespects of the rubber companies, and takes a hopeful view of the situation. A while the exports have increased 3.77 per cent, while the exports have increased 3.77 per cent, while the exports have increased 5.77 per cent, while the exports have increased 5.78 per cent, while the exports have increased 5.79 manufacturers. We ventured to express our are the outcome of careless cleaning. Some interwonder, after a careful tour through the Exhibition of 1908, how it was that mankind in the rubber collecting in Brazil and in the Amazon

at £580,280, the decline being chiefly in dutiable articles. Rubber fell off from 72,353cwt., valued at £2,109,854, to 78,063cwt, valued at past had ever been able to exist without india-rubber, and the more we reflect upon this ques-tion, and see all the varied and useful manu-factures brought together on this second occa sion, the more firmly do we feel convinced

time of the first landing of Columbus, to the plantations at Tjipetir, in Java. It is claimed America, and Canada, gaily-painted toy in our English nurseries, but that by this plan of making use of the leaves a With regard to the exports, manufactured within this compass we have the whole range very much larger quantity of gutta-percha can articles increased £1.777.211, cotton contriwithin this compass we have the whole range very much larger quantity of gutta-percha can articles increased £1.777.211, cotton contributed by secured from each acre of plantation, and buting £649,717, chiefly piece goods, while wool [56] be perfected before the crude rubber of the the tree than the former process of tapping. £302,842; other metals, £149,034; machinery, savage became transformed into the vul- Guayule rubber, obtained from a small bush £305,373; and new ships, £42,870. Among canized substance used for our modern play- or shrub covering vast areas in Northern Mexi- raw materials the chief item was a reduction duted at the present Exhibition. It may article in which a full-account is given of the confidently by claimed that the entire endus- growth of the Guayule plant and the mode in at £3,045,853. trial development of the use of indiarabber which the rubber is secreted, which differs has become possible through the inventions of essentially from that of nearly all other known Goodyear in the United States in 1839 and of descriptions of that substance. Special con-Harcock in this country in 1844. The discov-sideration is devoted to the mechanical testing fories of these two men were apparently quite of rubber, to the use of rubber as a material independent, but they enabled rubber, treated for street paving, and to many other matters in with sulphur, to be employed for a wide range relation to this subject which are now attractof useful purposes, and practically laid the ing public attention. A full description has foundation for the whole modern system of also been prepared of the Exhibition and of the using this materical.

and in the methods of preparing the raw sub- part. stance for use, cultivated rubber threateni: g judicious rubber planter.

ment. Then the public "fell over one another" in their engerness to invest in the new Golconda. were few among the investing public who failed to secure shares in some company or other sometimes with disastrous results.

As Sir Henry Blake truly states in his introdifficult to believe that the shareholders in the public. Te Times. new companies will be disposed to learn all that they can about the product upon which they have staked so much wealth, and about the machinery used in its manufacture.

In the various collections brought together in the Agricultural Hall it becomes possible to study the behaviour of the latex from the 18th, says :- No time is going to be lost by the moment it flows from the incision in the tree stem down to the time when, in the form of sheets, cakes, or blocks, it leaves the plantation for shipment to the manufacturer in some far-off land; then to trace its conversion into Indemnity fund to Mr. John W. Foster for Mrs vulcanized rabber for use in a thousand different | Georgiana Amidon, his client, The Herald's ways; to see the finished article as it issues exclusive account of Mr. Foster sown testimony from the mould on the hydraulic press; and, lastly, to study the methods used in testing it | New York caused a great sensation here to-day and in ase rtaining its value for industrial purposes. The machinery employed in the different stages of the manufacture possess many said :- "I have read the Herald article features of interest, and it will be a source of some surprise to find how widely the growth of rubber has become dispersed in many different quarters of the world and to study the maps re- mittee is trying to uncover and prevent." lating to this subject. It will be posgeneral idea of the distribution of the different varieties of trees from which rubber is obtained and to see where each species prependerates.

chemistry of rubber, both raw and vulcanized, Roosevelt administration at just the time when and he indicates the lines on which it has been | they would be most effective. attempted to produce rubber synthetically Mr. Foster's reference to having won Judge by means of isoprene. He also discusses the Penfield, once solicitor of the State Department. On the Day Preceding the Departure of the various uses of waste rubber and the method over to sanctioning the presentation of the claim in which it is prepared for re-manufacture. against the Chinese Government to-day called In connection with the attempt to prepare rub- forth a vigorous denial by Mr. Walter S. Penber by chemical mesus, which has always been field, a prominent attorney and son of the late held in terrorem over the heads of the rubber Judge Penfield. planters, it is interesting to note that in the present display some specimens are shown of tary Hay to Mr. Conger was perfunctory in isoprene derived from starch, sugar, and even sawdust. The very volatile liquid thus obtained is then condensed by boiling under pressure for three days when a certain proportion of golatinous material said to be pure caoutchouc separates several of your predecessors, to whose despatches out, and it is claimed that by the addition of and records you are referred." enzymes to the substance thus prepared becomes possible to manufacture the synthetic ports against the claim by Mr. Denby, once rubber there on view, which will, it is said, Minister to China, and the erstwhile Secretary vulcanize well and possesses all the properties of of State. Mr. Bayard.

fully investigated, and some account is given of) successful issue.

AND | the multifarious uses to which rubber is now applied. Mr. Wright, who has had very large experience on the spot, deals with the new plantations in Maleys and Coylon and their yielding capacity, and he shows that great changes are imminent in the balance of power in the rubber market. Erasil and Africa, Surely it seldom fails to the lot of the writer from which such large proportions of rubber to discuss within the brief period of three years have been derived in times past, will

that "life without 'rubber' would indeed be a blank," at any rate in a civilized community.

It seems a far cry from the rude elastic facts are given on the authority of Dr. Tromp de "gum ball" of the Indians in Haiti, at the Has, the able Superintendent of the Government from Russia, Roumania, the United States of before us. Many notable inventions had to that the system is less liable to cause injury to declined £186,456. Iron and steel improved

things, and these evolutions are fully eluci- co and Texas, forms the subject of a special of £591,918 in coal, namely, from 6,138,810 tons, collections brought together by the different We find, moreover, that within the brief rubber-producing countries, with notes on the period of a decade mighty changes have been conferences in which the expect authorities effected in the sources of our rubber supplies | deputed by the various Governments have taken

A remarkable feature is the extent to which to take the place of the wild forest trees former- the support of the Governments of rubberly employed. Only a few months before the producing countries has been accorded to this opening of the previous exhibition in London Exhibition, and the large expenditure which the rubber trade experienced one of the most has been undertaken by these Governments in severe crisis ever known in its history, and the order that the conditions surrounding cultivavalue of the best rubber from the Amazon | tion and preparation of the product shall be district was reduced by approximately 50 per worthily presented. There is also presented the cent. This was said to be caused by financial advantage of seeing the exhibits of Brazil and depression in the United States of America, British Malaya, of Ceylon and India, and the which country was always a large buyer of the Dutch Colonies and other countries side by raw material. Then came about the formation side, and this has facilitated the work of those of numerous plantation companies in the who desire to make comparisons of the manner Straits Settlements, Coylon, Southern India, in which the industry is conducted in various and throughout the Middle East, followed by parts of the world. In a special article dealing the truly wonderful "rubber boom," during with the Exhibition an account is given of the which prices of the raw material reached present position and the prospects of the rubber five times the value at the period of the former industry in the old growing districts, and in those crisis. It cannot be said that the increased territories, many of them within the British price of rubber was responsible for the move. Empire, where rubber has only recently been ment in favour of planting the Hevea. Experts grewn. In addition, arrangements have been | dense Brazilian forests, collected seeds of had long predicted the speedy exhaustion of the made for daily demonstrations of various the Heyen Brasiliensis, got them on board, South American and African sources of supply, phases of the work, in order that those who are and, having run the gauntlet at the port of deand almost at the same time rumours were rife unable to visit rubber-growing countries, or parture, succeeded in landing them in London. concerning the profitable nature of the yield are unacquainted with the details of manufac. These seeds he handed over to the authorities at from rubber plantations. Companies followed ture, may follow the sequence of the work from Kew. They were planted, and some 1,900 germione another in quick succession, in whose pros- the earliest stages until the finished product is nated. Of the seedlings, thirty-eight cases were pectuses hopes were held out of wonderful gains ready for the market. The decision to take sent to Ceylon, and from them the Straits Settleto be derived in the not distant future by the advantage of the presence in London of a large ments and the whole of the Middle East were number of those interested in rubber to hold an supplied with the plants, whose yield of rubber, Some of the assurances of the company International Conference was a wise one. promoter were indeed magnificent, but it soon This conference has been attended by planters, time equal that of the whole of the rest of the transpired that profits of 200 and even 300 per merchants, and manufacturers, and the opport world. cent, were being realized by those who had been tunity they have afforded for the discussion of early in the field in the rubber-planting move. questions relating to the treatment of the raw rubber and for the various methods of its preparation for the market cannot fail to produce and the Planters' Associations of Ceylon with the result that estates, good, bad, and important results. It is only by means of indifferent, were sold for rubber plantations, meetings of this character, where all those who many of them at greatly inflated prices. Rubber | are interested in the rubber industry may have concerns quickly became fashionable, and there an opportunty for a free interchange of ideas, that real and permanent progress can be

effected. It is hoped that by these means the value and importance of the display at the Agricultural duction to the catalogue of the present Exhibi. Hall may be emphasized, and that the main tion, many millions of pounds have been facts relating to the rubber industry may be invested in rubber since 1908, and it is not brought more prominently to the notice of the

THE BOXER INDEMNITY.

BENEATIONAL CHARGE IN AMERICA.

A Washington, D.C., dispatch, dated June House Investigating Committee in getting at the bottom of the transaction whereby the State Department during Mr. Roosevelt's administration paid more than \$368,000 out of the Boxer bearing on the case in the Surrogate's Court of

Mr. Courtney W. Hamlin, of Missouri, chairman of the House Investigating Committee, thoroughly and purpose to lose no time in get ting to the bottom of the affair. This is apparently just the kind of practice the com-

The fact that Mr. Foster collected more than sible from these maps to obtain some \$184,000 as a fee for himself and Mr. Robert Lansing, his son-in-law, was regarded as quite as astonishing as his own story of how he availed himself of the services of Mr. Conger, after get-In order to aid the general reader to obtain ting him appointed as Minister to China, how good information on the present state of the he utilized the services of the Chinese Minister rubber industry, a series of articles by some of here. Sir Liang Cheng Tung, to help him in the leading experts has been brought together. pushing the claim against his own government Thus Dr. Philip Schidrowitz deals with the and how "influences" were brought on the

Investigation shows that the letter of Secretone, authorising him to informally call the matter to the attention of the Wai-Wu-Pu, and at the same time stating:

"This matter has received consideration from These despatches and records contained re-

the substance prepared from the latex of plants. Mr. Conger, under date of November 3, 1902, In an article on "The Rubber Industry," wrote a personal and confidential letter to Mr. contributed by Mr. Herbert Wright, the quest Foster, stating that he had to "stretch his intion of future supplies of the raw material is structions a good deal" to bring the matter to a BRITAIN'S FOREIGN TRADE.

FAIRLY SATISFACTORY.

Decrease on 1910 Exports, June £36, 113,150 Increase on 1910 ... Re-exports, June Increase on 1910 Seeing that there were two holidays in

London and one in the country during June,

rained at \$3,637,771, to 5,442,775 tons. valued

For the half-year the imports have decreased '08 per cent., white the experts have increased

9.32 per cent Imports, Six months, ... £334,124,058 Decrease on 1910 ... £223,668,297 Exports, Six months ... Increase on 1910 19,082,574 254,887,444 Re-Exports, Six months Decrease on 1910 ...

Bullion imports during June amounted to £5,145,036, showing a decrease of £2,647,059; and those for the six months were £31,705,641. or a decrease of £8,130,666. The exports for the month increased £474,316, to £3,020,769; while those for the six months decreased £4,727,580, to £23.944,761.

BOMANCE OF RUBBER.

INTERESTING PRESENTATIONS.

One of the romances of modern botanica science was commemorated at the International Rubber tanquet, over which Sir Henry Blake, ex Governor of Caylon and also of Hongkong, presided, at the Connaught Rooms, London, recently. Rubber in the East is not, as many people imagine, the product of indigenous trees. In the early seventics. Henry Alexander Wickham, commissioned by the Indian Government, chartered the trading steamer Amazonas, whose supercargoes had bolted, leaving an angry captain and an empty ship. He explored the it is confidently expected, will in a few years'

Mr. Norman Grieve, on behalf of the rubber industries of the Middle East, the Rubber Growers' Association of London. and Malaya, asked the chairman to present to Sir W. Thiselton Dyer, representing Kew Gardens, a silver salver, as a token of their appreciation of the part taken by the Royal gardens in the work of introducing the rubber

Mr. Alexander Bothune, president of the Rubber Growers' Association, handed to Mr. Wickham the gold medal of the association, a cheque for 1,000 guineas, and an annuity, in recognition of what he did, which had resulted in the foundation of a vast industry.

Sir W. Thiselton Dyer, in reply, characterised the occasion as almost unique in official history. Mr. Wickham, acknowledging the presentation to himself, paid a very warm tribute to Sir James Hooker, the great naturalist, now in his 95th year, who was director of Kew Gardens from 1865 to 1885.

Rubber Industry," the Brazilian Minister, the DAILY PRESS veröffentlicht werden. Consuls-General of Germany, Brazil, Russia, the Netherlands, France, and Belgium, Sir W. Taylor, Mr. S. Machin, chairman, London Chamber of Commerce, Sir Channey Cartwright, Sir A. Birch, Sir W. H. Treacher, Mr. London Shand, Mr. Turing Mackenzie, Mr. F. Pegler, Dr. Busse, Imperial Colonial Office, Berlin, and the Commissioners for the Colonies and South American States.

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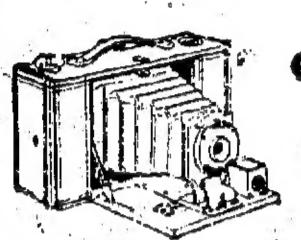
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KONSULAT.

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Canton, 15, Dezember, 1910.

BEKANNTMACHUNG.

TIE Bekanntmachungen aus dem genihies Handelsregister, sowie andere gesetzlich vorgeschriebene Veroeffentlichungen werden im Jahre 1911 durch.

"OSTASIATISCHEN LLOYD" "HONGKONG DAILY PRESS' erfolgen.

KAISERLICH DEUTSCHES KONSULAT. Swatau, den 21. Dezember 1910.

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WITH DOG AND GUN IN THE NEW TERRITORY."

DEING the Series of Articles recently contributed to the "Hongkong Daily Press" by "Sportsman," reproduced in book

PRICE ONE DOLLAR. Hongkong, 29th October 1910.

form.

VESSELS EXPECTED.

THE AMERICAN MAIL The T.K.K. str. Nippon Maru sailed from okobama on the 31st ult.; and is due to arrive

Hongkong on about the 8th inst. The P. M. S.S. Co. str. China railed from in Francisco on the 26th ultimo, en route to ongkong, via Honolulu, Yokohama, Kobe, agas ki and Shanghai, and is due to arrive at longkong on the 22nd inst.

THE AUSTRALIAN MAIL. The I.G.M. str. Coblenz left Sydney on the 9th ultimo, at 11 a.m., and may be expected ere on or about the 20th inst.

THE CANADIAN MAIL. The C.P.R. Co.'s str. Empress of China left ancouver, B.C., for Hongkong (via usual ports call) on the 14th ultimo p.m. THE GERMAN MAIL.

The I.G.M. str. Prins Ludwig, carrying the erman Mails with dates from Berlin of the 2th ult., left Colombo on the 29th ult. p.m., id may be expected here on or about the 9th THE INDIAN MAIL.

The Indo-China str. Fooksang from Calcutta nd the Straits left Singapore for Hongkong on ne 28th ult., at 6 p.m., and is due here to-

The Indo-China str. Laisang left Calcutta r the Straits and Hongkong on the 26th ult., ed is due here about the 11th inst. MERCHANT STRAMERS.

The str. Ischia left Singapore for this port the 28th ult., and may be expected here morrow. The Olof Wijk & Co. str. Yeddo left Singa-

ere on the 29th ultime, and is expected here The T.K.K. str. Kiyo Maru sailed from Moji the 30th ultimo, and is due to arrive at

ongkong to morrow. The N.Y.K. str. Avea Maru (American Line) It Kobe for this port via Moji and Shanghai the 28th ult., and is expected here on the

The Barber Line str. Salsuma left Singapore the 31st ult., and is therefore due here on or out the 7th instant.

The O.S.K. str. Panama Maru left Tacoma or this port via Japan and Shanghai on the th ult., and is due here on or about the 10th

The Mogul Line str. Braemar left United ingdom on the 30th June for Hongkong via e Straits.

The T.K.K. str. Buyo Maru sailed from allan on the 25th ult. for Hongkong, and is ue to arrive at Hongkong on about the 29th

HANGHAI SHARE QUOTATIONS.

ON 28TH JULY, 1911.

ľ	COMPANY.	PAID DP	QUOTATION
	Banks.—	·	A TABLE OF MINISTER MANAGEMENT OF STREET
, 2	Hongkong & S'hai National of China	\$125. £6	\$940, buyers* \$80, sales
	Russo-Chinese	R1874	Tla: 952
	Insurance:-		1100
	Union reciety C'thin North-China	26	\$825, buyers T's. 1671
١	Yangteze Assocn,	1860	\$210, buyers
	Canton	\$50 \$50 \$20	\$1771, buyers \$325, buyers \$1181, buyers
	Shipping:-		1
l	Indo - China { pref.	} £5	Tls. 47, buyers
	Shell Trans. (ord & Trading (pref.	£10	24.9.0 211.0.0
	S'hai Tug & pref. Lighter ord		Tls. 20, sellors Tls. 47), sellers
ŀ	Kochien Transport-	(PINO	
l	ation & Tow-Boat	T50	Tla. 30, sellera
	Docks & Wharves:— S'hai Dock & Eng	T100	Tls. 50, buyers
	H. & W. Dock S. & H'kew Wharf	* \$50	T18, 54, buyers
	H, K'loon W. & G	T100.	Tis. 85, buyers \$48, buyers
	Yangtsza	Tico	Tls. 130
	Mining:		9 0 21
	Raub Australian Chinese Eng. & Min.		\$2, sellera Tis. 145, buyers

S'hai Investment... H'kong Investment \$100 | \$94, buyers Humphreys' Estate 110 | \$6.16; buyers Veiheiwei..... T20 | Tis. 8 T50 Tls. 50 Jhinn..... Anglo-French T100 | Th. 92 intations: -Alma Estates, Id." £1 Tls. 77, sellers i yer Tawah Rubber T74 Tls. 9.50 Pation Co., Ld... hempedak £1 | '1 ls. 12, buyers Dominion Rubbers... T10 Tls. 25 Kalumpong Rubber K. Java Pation, Ld. Tls. 11; sales T1 Tls. 4, sellers. enuwang R'ber ... T5 Tls, 26 hanghai - Sumatra Tobacco T20 | Tla. 90; buyers C. R. & T. Estate Co. £1 Tls. 12,65 ttons, etc:-

T50 | Tls. 77 aternationals T75 Tla 46 aou Kung Mow ... T100 + Tls, 61 oy Chees T50 | Tls, 22 hanghai Cotton .. Too Tis. 53, buyers Instern-Fibro ... £10 FTle. 10 ustrial:-. Butler Cement, \$100 | \$721, sales

Tile Works T50 Tla. 23, buyers nglo-Ger, Brewery hina Flour Mill ... T50 | Tis. 18, buyer: hina Im. & Ex. Lumber T100 Tis. 76, Bales Sugar Refining... \$100 | \$81, buyers \$10 | \$3.15, sales roen is. Coment.... natschappij, &c., in Langkat..... Gs.10 Tls. 92, Bales lajor Brothers..... T50 Tls. 30, sollers harff's Oil & Bone T50 Tls. 10, seller! Mills, Ld. anghai Electric £10 The. 51, buyers Construction.. hanghai Electric & Asbestos \$25 | \$21, sellers T50 Tls. 105, sales anghai Gas, Shanghai Ico..... T25 Tls. 12

T100 Tls. 22, sellers S'hai Pulp & Paper S'hai Waterworks,... £20 | Tls. 375, buyers Hall & Holtz \$20 | \$164 J. Llewellyn \$60 | \$55, sales \$10 | \$61, buyers A. S. Watson & Co. Central Ordinary ... \$15 | \$10 Central Founders. \$15 \$400 \$50 \$20, sellers S. Moutrie & Co. ... Weeks & Co. \$20 . \$24}, buyers Lane, Crawford & Co. \$100 | \$115, sales Dunning & Co..... \$50 | \$241, bayers

Hotels: Astor House Hotel \$50 \$105, buyers Hongkong Hotel Co. Hotel des Colonies T12.50 Tls. 4, sellers SEA COMPETITORS.

JAPAN'S AMAZING PROGRESS.

In connection with the jubilee meetings of the Institution of Naval Architects a number of interesting papers were read, says the Daily Telegraph, at gatherings which took place at the Institution of Civil Engineers and the Institution of Mechanical Engineers, presided over at the former place by Admiral Sir Gerard Noel and at the I tter by Sir William White.

"The Progress of Naval Engineering in Japan" was de it with by Engineer Rear-Admiral Teragoro Fojii, who submitted a table showing the number of vessels built or building for Japan and the total horsepower to be 124 warships, 66 destroyers, 93 torpedo-boats, and 13 submarines; grand total, 296; horse-power, 1,771,009. Nearly 28 per cent of the total horse-power of the warship machinery came from Great Britain. The number of officers and men belonging to the engineering corps of the Japanese Navy at the end of 1910 was: In charge of construction and repairs, &c., 620; engineer warrant officers, 132; engineer petty officers and mon 14,460; grand total, 15.212. At the end of the same year the number of workmen engaged in marine engineering in the Imperial dockyards was 9,200. As to the effect of war upon machinery. machinery has not shown any defects such as would affect the actio. of the fleet during the whole course of the recent. Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Perle, sub-marine, 70 tons, 60 h.p., Lient. Monperfectly serviceable and showed no serious defects. In a taining its present efficiency in Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, naval engineering Japan owed a great deal t of their naval officers baving been educated in Great Britain. (Cheers.) DEBT TO GREAT BRITAIN.

ment of merchant shipbuilding in Japan, Dr. S. Terano and Mr. W. Yukawa, Director of the Mercaptile Marine Bureau, Flora, 2nd class cruiser, 4,360 tons, 10 guns related that the Japanese obtained their first opportunity of observing the actual construction of Euro oun yessels in 1854; when a Russian man-of-war was washed ashore and sunk during an earthquake, and the Russians built a wooden schooler. Through that inof building shing with frame timbers erected first, the essential difference in Japanese junks being that they are without frames, rigidity being obtained by thick outside planks nailed together and supported by beams. The shipinsignificant at the time of the Japan-China War, but the tonnage was trebled beafter the war with Husria. The total amount of Government subsidy paid had increased year by year in proportion to the advance in shipbailding, and the progress of the industry had thus been largely due to assistance from national funds. Semi-modern sailing skips were unknown in Japan. In 19.0 there were 230 private ship. yards, as against sixty-six in 1896, but only a Monmouth, armoured craiser, 9,800 tons, i.h.p. few were provided with modern appliances. In the matter of equipment the principal shippards and America, but, being later in the field thanother nations. Jupan bad many advantages in avoiding experimental stages, and adopting the Newcastle, 2nd class erniser, 4,800 tons, turbine, latest inventions and improvements much more freely and quickly. The period of the enforcement of the Shipbuilding Encouragement Act, 1896, was to expire in 911, but the shipbuilding industry was not yet independent of Government aid, neither could Japanese shipbuilders yet compete on equal terms with those of other martime nations. The writers of the paper acknowledged the very large debt that Japan owed to the assistance of Great Britain, withcont which the development of its shipbuilding Rosario depot ship for Submarines, 980 tons, Barry, destroyer, 420 tons, Eas. Edmand S. industry could not possibly have advanced so speedily and with such satisfactory results,

Professor Flamm gave a valuable account of the scientific study of naval architecture in Germany, the real nursery for such study being, be said, the institution known as Königliche EVOLUTION OF THE BRITISH MARINE.

"Fifty years' developments in mercantile ship construction " was the subject dealt with by Mr. S. J. P. Theable, chief ship surveyor to Lloyd's Register. In the year 1860, he said, the mercantile marine of the United Kingdom consisted of 27,663 yessels, of 4,658, 687 tons net register. At the and of December. 19 9, it consisted of 21,189 yeasels, of 11,585,878 tons net The expansion was, however, better shown by the fact that the growth of steamer tonnage was from 454,327 tons to 10,284,818 tons, while reduction of sailing tonnage was from 4,204,36) tons to 1,301,000 tons. The ratio of cargo-carrying capability of the British mercantile marine in 1909; compared with that of 1860; was as 32,155,514 to 5,567,341, or nearly as 6 to 1. Not only had the tonnage Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. grown enormously in fifty years, but the average size of ship had also grown at perhaps an even greater rate. The average tonnage in 1860. was 164 tons. In 1911 it was about Submarines:-2,300 tons. As regarded passenger steamers, a comparison of the luxury attending steamer travel to-day with the conditions which prevailed in 1860 would demonstrate more clearly than any other way the enormous strides which had been made in design. The ocean passenger found bimself conveyed in faster and safer vessels now than were conceivable when that institution came into existence, and under conditions of comfort, and even luxury, which were unsurpassed in the best hotels. But finality had not yet been reached, nor was it likely to be in the near future, if at any time.

A LOAN TO AN EX-KOREAN MINISTER.

On July 22nd a hearing was given at the Scoul Local Court to the case brought by Messrs. Rondon & Co., the well-known French firm in S-oul, against the heir to the late Mr. Yi Baionnette, gunboat. Pyonchin, Judge Terakawa presiding. The Cimeterre, gunboat, 140 tons, Reserve, Saigon father of the defendant was Koreau Minister to Caronalde, gunboat, 184 tons, Reserve. Salgon Russia in 1905, when Korea came under the Décidée, gunboat, 630 tons, 10 guns, 900 h.p. protection of Japan. In that year the Korean Lieut. de Linarès, Shanghai Foreign Department was abolished, and Mr. Yi Dupleir, armoured cruiser, 7,578 tons, 26 gans, was relieved of his office. He was in very 17,000 h.p. straitened circumstances and in consequence Desaix, armoured cruiser, 7,57 8 tons, 26 guns, was unable to return home. To extricate himself from his difficulties, he borrowed D'Therville gunboat 4,000 yen from Messrs. Rondon & Co., and in a Estoc, gunboat, 141 tons, Reserve, Haiphong document with an official seal affixed promised Esturgeon, sub-marine, 70 tons, 60 h.p., Lieut them that the money should be repaid by the Korean Government. The promise has not been fulfilled, however, Mr. Yi dying in St. Petersbury a few years after, and the Korean Government refused to consider itself responsible for the repayment of the loan. The Government. Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marra, General also declined to take up the petition, Saigon when, after the annexation, the plaintiff applied Montcalm, armoured cruiser, (flagship) 9,367 for a settlement of the case. Thereupon plain. tiff brought an action against the son of the late Mr. Yi Pyonchin.

INTIMATION

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MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Alacrity, despatch-boat, 700 tone, 4 guns, 2,000 i.h.p., Comdr. A. Lowndes, Weibalwei. it was gratifying to mention that the Astres, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddle, Weibaiwei.

tinuously under steam for over 2,000 hours. Bramble, gunboat 710 tons, 900 i.h.p. Lieut. Pistolet, destroyer, 300 tons, 7 gans, 7,000 h.p., Comdr. B. G. Washington. Shanghai. where trouble was naturally expected, proved Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. J. M. Barker, Shanghai,

f.d., Comdr. H. Lynes, Hongkong. the advice and help given by the British, many | Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong, Clio, British sloop, 1,070 tons, i.h.p. 1,400, Takon, destroyer, 280 tons, 6 guns 6,500 h.p., In a joint contribution on the develop. Fame, torpedo-boat destroyer, 340 tons, guns, 5,700 i.h.p., Lt. Comdr. H. S. Monroe, Weihaiwei.

7,000 i.h.p., Captain J. Nicholas. leaves Weihaiwei 6th August for Hong. kong and Colombo. Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lient.-Comdr. Hon, Guy Stop-

ford. Hongkong. cident they became acquained with the method | dart, torpedo-boat destroyer, 295 tons 6 gun. 4,000 h.p., Lt. Comdr. Hon, Guy Stopford. Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt, Comdr. M., B. R. Blackwood

Weihaiwei. building industry in Japan was quite Kent, armoured cruiser, 9,800 tons, 14 guns, Weihaiwei. tween then and 1899. -A new epoch came about | Kinshs, river gunboat, 516 tons, i.h.p. 1,200, Lieut.-Comdr. T. J. S. Lyne, Yangtese, Merlin, surveying ship, 1,070, tons, 6 guns, 1,400

i.h.p. Commr. B. O. M. Davy, Sandakan. Vinotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Winsloe, K.C.B. C.V.O., C.M.G., 14,600, tons, i.h.p. 27,000. Capt. G. C. Cayley, Weihaiwei.

22,000, Captain L. E. Power, M.V.O., Weihaiwei. were quite equal to first-class firms in Europe Moorhen, river gunboat, 180 tons, 2 guns Hongkong.

Weihaiwei. ightingale, river gunboat, 85 tons, 240 h.p. Lt.-Comdr. Claude Hillersden-Woodward R.N., Yangteze. Otter, torpedo-bost destroyer, 385 tons, 6 guns

6,300 i.h.p., Comdr. Lambe, Weihaiwei, i.hp. 1,400, Lt.-Commr. N. E. Archdale,

hp. Lieut. Comdr. E. J. J. Southby. Snipe, river gunboat, 85 tons, 2 guns 240 h.p. Lt. Comdr. Maurice B. Leslie, Yangtsze, Technische Hochschule zu Berlin, in Charlotten- Taku, torpedo boat destroyer, 305 tons, i.h.p. 5,000, Gunner E. J. Trillo, R.N., Hong.

Hongkong.

Tamar, receiving, ship, 4,650 tons, 6 guns Commodore Eyres, Hongkong, Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p. Lieut. Comdr. R. J. Buchanan, Yangtsze. Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie-Hamilton, Shanghai Virage, ternede-boat destroyer, 395 tons, o guns 6.300 i.h.p., Lieut.-Comdr. Harold D. Adair.

Hall, Weibaiwei. Waterwitch, surveying ship, 520 tons, 450 i.h.y. Whiting, torpedo-boat destroyer, 360 tons, guns, 5,900 h.p., Lieut.-Comdr. G. B. Hartford, Weihalwei.

Widgeon, gunboat 195 tons, 2 guns, 800 h.r. Comdr. M. H. Wilding, Yangtze. Lient. Comdr. B. R. Brooke, Yangtaza. Woodlark, gunboat, 150 tons, 2 guns, 550 h.; Lient.-Comdr. G. F. A. Mulock, Yangtase.

No. 36, Godfrey Herbert, Lieut.-Commr. No. 37, A. A. L. Fenner, Lieut.-Commr. No. 38, J. R. A. Codrington, Lt. Commr. AUSTRIAN. Kniserin Elisabeth, Austrian protected cruiser

4.000. Fregattenkapitan Oskar Hansa. Panther, third class cruiser, 1,530 tons, Fregattenkapitan, Theodor Skerl Edl. von Solmidtheim

PRENCH.

Achéron, armoureu gunbont, 1,830 tons, 9 guns 1,700 h.p., Lieut. Bertrand, Saigon Alger, 2nd class cruiser, 4,320 tons, 22 guns 5,100 b.p., Commander Fournier, Hakong Alonette, gunboat, 506 tons, 7 guns, 400 h.p. Commander Badin, Saigon Argus, river gunboat, 180 tons, 6 guns, 570 h.p.

Lieut. Audonard,

Combet. Saigon Fronde, destroyer, 300 tone, 7 guns, 6,300 h.p. Henri Rivière, river gunboat, 150 tons, 6 guns 152 h.p., Haiphong

tone, 36 guns, 19,600 h.p., Rear Admiral de la Croix de Castries (Commander-inManche, surveying ship, 1,625 tons, 10 guns, 900 h.p., Commander Ragot de la Touche,

Mouquet, destroyer, 300 tons, 7 gans, 6,300 b.p., Commander de la Roche Kerandraon, Olry, river gunboat, 170 tons, 6 gans, 500 h.p. Lieut, de Maindreville, Upper Yangtse Peiho, river gunbost, 130 tons, 4 guns, 280 h.p.

Commander Mortenel, Hougay. Protée, sub-marine, 70 tons, 60 h.p., Lieut Morris, Saigon

Redoutable, battleship (reserve), 9,330 tons 37 guns, 6,200 h.p., Capt. Droust, Saigon Styx, armoured gunboat, 1,800 tons, 8 guns In Reserve, Saigon Vauban, torpede-depot, Commander Mortenel,

Hongay Vétéran, torpedo-depot, Lieut. Bihel, Cap Saint-Jacques Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p. Lieut. Dumonlin, Sikiang

Arcons, cruiser, 2,719 tons, Captain von Hipper Itis, gunboat, 1,000 tons, 10 guns, Captain Lans Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p. Captain Graf von Possdowsky-Wehner

Leipzig, cruiser, Captain Engel Luchs, gunboat 850 tons, 10 guns, 1,344 h.p. Captain Bölken i.h.p. 22,000, Capt. S. St. J. Farquhar, Scharnhorst, armoured cruiser (flagship)e 11,420 tons, 52 guns, 26,000 h.p., Kapitan

> Taku, destroyer, 280 tons, 4 guns, and 2 torpedo tubes, 6,000 h.p., Kommandant Kolbe (Hans) Bertram 'Corpedo bost " Sgo," Kapitan Leut, Heyden-Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain v. Koss Tsingtau, gunboat, 170 tons, 5 guns, 1,300 h.p.

Zur See Maass

Captain Ross

Captain Toussaint

i.h.p. 800, Lieut. Comdr G. P. Leith, Calabria, protected cruiser, 2,428, tons, 26 guns 4,000 h.p., Capitano Maris Casanuova di Captain George P. E. Hunt, D.S.O., Puglia, propected cruiser, 2,498 tons, 26 guns, 7,000 h.p., Capitano Gusani Viyconti Mar-

Vaterland, gunboat, - tons, 3 guns, 500 h.p.

chese Lorenzo Pobtuguese Patria, gunboat, 700 tons, Captain J. Affrexe UNITED STATES. Albany, cruiser, 3 000 tons, C. S. Williams, Robin, river gunbost, 85 tons, 2 guns, 240 h.p., Arayat, gunboat, Lieut. Comdr., Matt H Signor Lt. Comdr. Cosmo A. O. Douglas, West Bainbridge, destroyer, 7 guns and 2 torpedo tubes Ensign Lloyd W. Townsend

Callao, gunboat, 243 tons, Ens. J. R. Murrisson Sandpiper, river gunboat, 85 tons, 2 guns, 240 | Cleveland, orniser 3,200 tons, Commander Hugh Rodman, Shanghai Charleston, battle-hip (flugship), 9,700, tons

58 gans, 21,000 h.p., Comdr. John H Gibbins Shanghai Chattanooga, cruiser, 3,200 tons, Commander John D. MacDonald, Shanghai Channey, destroyer, 420 tons, Ens. I. N

McNair Dale, destroyer, 420 tons, Lieut, Herbert H Denver, cruiser, 3,200 tons, Comdr. Edward E,

Cagehart, Shanghai Galveston, cruiser, 3,200 tons, Commander John A. Hoogewerff, Manila Helens gunbost, 1,392 tons, Comdr. Reuben O. Bitler, Shanghai Mindoro, gunboat, Lieut, George M. Baum Lieut.-Comdr. R. L. Hancock, Singapere. Moh. an (station ship), Commander G. R.

> MonSterey, monitor, 4,000 tons, Lt. D. W. Todd Nanshan, transport, 1,577 tous, W. D. Pardeaux New Orleans, craiser, 3,430 tons, Comdr. Roger New York, erniser (flagship), Comdr. J. P.

Jayne Paraguay, gunboat, Ensign Roy L. Lowman Pennsylvania, armoured cruiser, 13,680 tons Capt. A. Ward Pompey, collier, 1,600 tons, James D. Linett.

Porpoise, 125 tons, 160 hp., Ens. Kenne Whiting Rainbow, cruiser, 6,026 tons Comir. A. (Samar, guubeat, Ensign W. C. I. Stiles

Shark, 125 tons, 160 hp. Ensign Theodore G Villalobos, guabost, 370 tons, Lt. A. Andraws Wilmington, ganboat, 1800, Comar. G. B.

Sailsbury Hongkong

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80. Cornhill F.C.

AVERAGE MARKET PRICES. July 27th, 1911. The Prices are given in Dollar Cents. BUTCHER MEAT. MINEE Met Lung Pà Yuk-Beet, sirloin and prime out 1b. 20 Ham Ngau Yok—Corned Beef ... 22 Bhiu Ngau Yok—Roast Beef... , 22 Ngau Nam Breast of Boot Tong Yok-Beef for soup Ngau Yok Pa-Beef Steak..... Ngan Yok Ch'ong—Sausages ,, Ngan No—Bullock's Brains set Ngau Lao-Beef Steak, Sirloin 1b. 30 Man Lo-Bullook's Tongue, Hem Ngau Le-, corned Ngau Tau-Bullook's Head... , 85 Ngau Bam— "Heart... ib. 12 Ngau Kök-Bullock's Feet ... each Ngau Iu-Bullock's Kidney Ngau Mel-Bullock's Tail , 18 Me Ngau Kon-Bullock's Liver ... 1b. 12 He Ngau T'd-Bullock's Trips, undressed ... 子 Ngau Tsai T'au Kök—Calve's head and Feet.....set \$1.00 ** Yong Pai Kwat-Mutton Chop 1b. 22 Yong Shau—Mutton Shoulder , 20 Yong I'au—Sheep's Head teet set 50 Yong Sam—Sheep's Heart each 6 Yong Lu—Sheep's Kidneys... ouch 9 Youg Kon-Sheep's Liver ... 1b. 24 Chu Kök-Pig's Feet each 12 Obu No-Pig Brainsper set 24 Cha Tsap-Pig's Fry 1b. 25 Cha Iu-Pig's Kidneypair 9 The Chu Pai Kwat-Pork Chop ... 1b. 20 Chu Sam—Pig's Heart , 13 43 Chu Tsai-Sucking Pigs (to A Shang Ngau Yau-Beef Suet , 20 ** A Phang Yong Yau-Mutton Suct . Ngan LapCh Sng—BeefSansage .. 20 Mar Chai Yak Chrong-Vest 20 POULTAY. FR Kai Thai-Chicken 32 Sin Kai—Capons Pan Kau-Doves..... each Bang Sheng Shou Ap-Wild Duck Ap-Ducks lb., 22 Kai Tan—Hen's Eggsdoz 24 Kai-Fowl, Cantonb 36 Hoi Nam Kai-Fowls, Hainan , 33 Ng na-Geese...... 22 BEE BhougHoi Ya Ngoa - Guesse, Shanchaipa ir — Wild Duck Shanghai......pa ir -Pak Kor - Pigeons Canton each 30 Hoihow 23 Om Ch'un-Quail FR To Tsal-Hare Musk Door Bill Suan Kai-Pheasant..... Chi Ku-Partridgeeach 10 ●花禾 Wo Fa Tsök—Rice Birds ... doz. — 量分 Sa Ta'ci—Snipe.....each — ■★ Shott Ap—leal...... — 公益夫 Fo Kai Kung—Turkeys, Cock 1b. 60 Fo Kai Mo-Turkeys, Hen , 45 Fiss. Air Kai Ye-Barbel 10 And Tam Shou Yu-Canton Fresh Le Yu-Carp..... Man Yu-Codfish # Hai-Crabs Mak Yu-Cuttle Fish..... 象主为 Shi Mang Yu—Dab..... 尾實 Wong Mei Lun- Dace water 16 Wong Sin-Eels, Yellow 36 B Tin Kai-Frogs A Losch Mong Yu-Mong Fish 40 Ten Lo-Perch..... The Fa Pg Tun-Plaice...... ... 20 本自 Pak Ch'ong-Pomfret, White. ,, 40 Bar Ch'ong- , Black ... , 24 ♣ Pi Pa Sa—Ray ANT Bik Kau Kun, -Rock Fish ... AK/Chun Yu-Roach..... ... 11 Ma Yau Yü-Salmon, Canton , 40 A Shang Yu-Salmon, Fresh Water .. -As Wan Yd-Tench 20 * Kök Yü-Turtles, small, freshwater 56 Pak Bit Yu-White Bait -FRUITS. ▲平山全 Kam Shan Ping Ko—Apples, 老甲兼天 Tin T'sun Pin Ko-Apples, C'ico ,, -Hoi Tong—Apples, small, C'foo ,, — 童學本書 Yat Pun Ping Ko-Apples, Shang Sheng Houng Taiumanas, fragrant, Canton ... ,, Man Dong Houng Tsiu-Bananas brides, Macao..... 24 Young I -arambola..... Fung Lut-Chestnuts, Chir 388 .. -子郎- Ye Tez-Cocoanuts..... each 10 子書書 Po Tai Taz-Grapes... 1st ql. 1b. -Ning Mong-Lemons, Chinese , 8 A Kam San Lingmon-Lemon, American... 快雪 Lai Chi—Lichees, Freshis 文技工 Lai Chi Kon—Lichees, Small Ning Mong-Lemons,-Saigon , 15 Lui Sung Mong-Mange, M'la each 芒龍安 On Nam Mong—Mango, Saigon ,, — 子竹山Shan Chuk Tez-Mangosteens, , per dog 20 在 Yong Sai Kwa-Water Melon, American..... per lb. --12 M Sai Kwe-Water Melens China .. 3 He Heung Kwa - Musk Melon American..... each --Passion Fruit American ... lb. -Pak Lam-Olives 6 Chang-Oranges, Sweet , 30 Chin Chau Chang Orange. Swatow 個門論 O Mun Ch'ang—Oranges, Macao " 6 Chu & Kat- " Small " 5 Am Tim Kat-" Mandarin " ---Shanghai Li-Pears American .. -St Li-Pears Canton 8 Hung Li-Plums Fwatow Sin Tsi-Pears, Cooking Canton- :. Hong Tas-Fersiminons large . 25

Pun Ti Po Lo-Pine-apple..... . 10

電話場會 crange (Canton) lb. 6

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DATE OF SAILINGS.

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東海萬大 Papaw 1st qualityach— Mush Melon.... 直接 Pineapple Cooking only...2nd " — 安文全 Shang Tso Ku-Mushrooms, 畫夫 Tai Tain-Plantains Luk Yau - Pumelo, Amoy ... each -為理理 Chim Lo Luk Yau~Pumelo, Saim , 27 San Hop To-Walnuts, Fresh 1b. 20 Hop To-Walnuts, Green Shanghai Lo Kwat VEGETABLES, &c. 分音/海上 Shanghai Ya Chi Chuk— Artichokse, Shanghai Loong Soo Ta'oi-Asparagus...dos -Chuk Shun-Bamboo Shoots ... 1b. 5 東季 Nga Tsbi-Bears, Sprout Tau Kok- Long.... Min Tau- Broad French, S'hai 1 O Moon Bin Teu-Beans, Macao (French) Hang Tau Te'oi Sho Beetroot Kau Sun-Cane.... Tring Ke-Brinjal Green... Yuen Ke- "Red..... An Pak Troi-Brassica Kai Te'oi—Cabbage Chinese 香港上 Shai Kai Ta'oi— Shanghai Kam Shun-Carrots AND Ye Ta'oi Fd-Cauliflower each-在重大 Tai Ye Ta'ci Fa-, Large Size .. -在基件 Chung Ye Ta'oi Fa—Cauliflower .. —

Can Te'oi-Celery, China lb. 6 Mark Kon Lat Chiu-Chilies, Dried , 18 Tring Lat Tsiu-Chilies, Green Hung Fa Triu-Chilies, Red ... 12 Ts'ing Kws-Cucumbers main Ka Li Ta'ci Liu—Curry Stuff, English 10

Shuen Tau-Garlio...... ## Lo Kenng-Ginger, old 6 Taz Keung-Ginger, young ... ,, 力程 Kaz Lik-Horse Radish, S'hai , 12 Bak Mai -- Sweet Com.....piece 5 本書 Young Shang Troi-Lettuce... 1b. 1

fresh..... 版畫譯 Young Ts'ung Tau-Onions. Bombay ... # Shang Ts'ung-Onions, Green , 5 Make Yat Pun Ts'ung Tan-Onions, 國產港上 Shanghaf Ts'ung Tau-Onions, Shanghai 据名 Mo ka—Okross 商克律 Young Yuan Si-Parsley, Eng Fig. Foochow Shu Tsai-Potatres Foochow 上午書 Shanghai Shu Tsai-Potato 日本日 Yat Pun Shu Tsai-Potatoies, Japanese 任書門號 O Mun Shu Tsai-Potatoes, Macao presentation properties and pr 日本版 Fa Ke Shu Tsai-Potatoes, American Fan Shu-Potatoes, Sweet..... Tung Kwa-Pumpkin 本任權 Chu Tsai Tafoi—Pureline Gast Hung Lo Pak Tsai-Radish ... E 主 Kon Ts'ung Tau-Shalots..... Yin Ts'oi-Spinach..... 福丰 Fu Tau—Taros Fan Ke-Tomatoes..... The Lo Pak-Spinach Chinese..... Lien Ngau-Lily Root Yeung Lo Pak—Turnips, Eng. Tait Kwa-Vegetable Marrow, ME Ma Tai -Water Chestnuts, Common 信息技物 Kwei Lam Ma Tai - Water Chestnuts, Mandaarin 本种 Sai Yuong Tsfol-Water Cresses , Tai Shu-Yams.... Sage, per bundle .. -

YORK BUILDINGS TOP FLOOR

The prices necessarily vary from day to da and the Sanitary Board has no power to compe stallholders to sell at the price quoted. W. BOWEN-ROWLANDS. Secretary, Sanitary Board.

of eleven pages, in which the subject of rubber and of the Straits Settlements, partly also by is dealt with in all its aspects. There are the Planters' Association of Malays. The special articles on the rubber industry in Brazil, Ceylon, British Malays, The Congo, in Java, hands of the F.M.S. Agency, under the direc-Mexico, the West Indies; also on rubber diseases and pests, the history of rubber, the chemistry of rubber, on synthetic rubber and many other

We reproduce below an extract from a fullpage advertisement of British Malaya, in which is given a short history of rubber cultivation in that territory:

RUBBER GROWING.

British Malaya has of late come before the public as the chief centre of cultivated rubber. Owing to its natural situation, to its soil, and to the regularity, quantity, and equal distribution of its rainfall, the Federated Malay their specialities may be adapted to the new States have already proved themselves to be the most suitable country outside Brazil for the growth of the Herea brazilieness, the areas of desirable land in close proximity to the towns, roads, and railroads are rapidly taken up and planted with this tree.

The ide of cultivating rubber trees for profit was at first laughed at as a fanciful project. But the scorticism with which rubber planting was greeted in its inception is now dispelled by the fact that already more than 50 millions sterling have been invested in converting immense areas of dense forest into flourish. ing and profitable rabber plantations, giving employment to vast numbers of Europeans, Javanese, Tomils, and Chinese. It is this remarkable evolution which has brought so prominently into notice an outlying portion of the British Empire, previously but little known

to the untravelled Englishman. The story of the introduction of the Herea braziliensis into Malaya is a veritable romance. In 1873, at the suggestion of Sir Joseph Hooker, Director of Kew Gardens, Mr. James Collins (afterwards Government Botanist in Singapore). went to the Amazons and collected some hundreds Annui, British str., 1,350, J. B. Harris, 31s seeds of Para rubber. Most of them failed to germinate after their sea voyage, and only about a dozon plants were Annam, French str., 3,998, Vizra, 29th Julyraised at Kew and sont out to Calcutta. The climate there not suiting them, they died, and it was not until 1876 that Mr. H. A. Wickham, commissioned by the Kaw authorities, succeeded in bringing home some 70,000 seeds, from which about 2,800 plants were raised. CARINTHIC, British str., 2.355, E. Woodhead A consignment of these seedlings was sent out to the Botanical Gardens of Ceylon and to the newly-founded cardens of Singapore, but by an CHIPSHING, British str., 1,199, F. Mooney accident the latter batch were destroyed. A second lot of twenty-two despatched the next year were successfully planted by the Curator, Mr. CHIVUEN, Chinese str., 1,177, Wm. Jamieson Murton. Some of these original trees are still standing, and one of them is believed to be the biggest rubber tree in existence. It is from CHOYSANG, British str., 1,424, M. Courtney these few specimens sent from Kew to Ceylon and Singapore that has spening the great industry of cultivated rubber is all parts of the world. The advent of the motor-car industry oreated [1] AGNY, Norwegian str., 882, P. Solvesen, 30th an unprecedented demand for rubber, and to increase the supply Malayan planters have during the past ten years rooted up their coffee plants- DERWENT, British atr., 1,520, Jenkins, 29th tions and swept away vast areas of forest. All over the Peninsula there are now to be seen flour- DEVAWONGSE, German str., 1,057, E; Gathe isbing rubber plantations where but a few years ago stood the primeval jungle. Roads and railways have multiplied, new villages have spring up, DUNEDIN, British str., 3,051, Mase, 28th July Inbourers have poured into the country, and Europeans have hastened out to act as mans- FAUSANG, British str., 1,410; H. S. Malkins gers and assistants. Unwards of 9.000.000 seeds and plants have been distributed from the Singapore Gardens alone, as well FOOCHOW, British str., 1,268, C. P. Vincent as large numbers from Ceylon, Nor has the cultivation by any means as yet reached its limits, and he would be a bold man who would predict the extent to which the industry will ultimately attain. From 1906 increased supendovaly, the increase of 1907 over 1906 being 100 per cent.; that of 1908 over 1907 50 per cent, that of 1909 over 1908 100 per KENRON MARU, Japanese str., 2,109, T. Yama cent; that of 1910 over 1909 100 per cent; and in view of the large acreages being planted, it is almost certain that equally large ratios are still Konea, American str., 5,651, Wm. Fisher, 1st to-be expected. The following table shows the actual quantities, with their approximate values in pounds sterling :--

RUBBER CROPS EXPORTED AND THEIR VALUE Federated Malay States and Straits Settlements, from 1905 to 1910.

Quantity Exported Years. *1,9771b. \$ 1.057.231— £ 124.000 399 000 3,393,474-1,035 601lb. 6,677,031— 1,998,88916. ... 3186.099lb. 7.498.258 -6.112.023lb. 19,894 287 — 2,340,000 1911 (F.M.S. only) to and May, 7,119,6431b. being an increase over corresponding period of 1910 of 2,722,527lb.

*Straits Settlements only.

from the Malay Peninsula was 2s. 8d. per lb., in 1897 3s., in 1898 3s. 3d., and in 1897 3s. 10d.; but the great development of the rubber tyre busi- M. ness, accentuated by the shortage of African rubber, soon raised the prices to nuheard-of Mincing-lane at over 12s. per lb This, of course, wes too high for commercial purposes, and it soon deslined to more reasonable figures. But the remarkable rise PERSIA, British str., 2,744, A. Lockett. 25th in price of an article which could be produced at from 1s. to 1s. 6d. per lb. to such a height as this, caused an immense sensation PHEUMPENH, British str., 1.065, Jas. Scott. and greatly stimulated the cultivation of the Hevea. Investors readily realized that under the conditions of climate, soil, and situation which obtained in British Malays an assured steady profit could be reaped from the cultivation those ruling. Moreover, they also recognized that wild rubber is destined to become more expensive in proportion as the gatherers have to STRATHESK, British str., 2,802, D. Stanhyse, go further and further alleld for it, and that it must be eventually driven out of the field by triumph of the organized and scientific production of plantation rubber of standard quality over the unorganized, irrs : ular supply of varying value emanating from the jungles of South America and Africa.

THE EXHIBIT OF THE MALAY STATES at the Agricultural Hall is certain to attract a large amount of attention both by reason of its TACOMA MARU, Japanese str., 3.830. Yamamointrinsic interest and as representing the stupendone advance made during the interval between the present Exhibition andits predecessor of three years ago. Since the date of the former - which. by the way, was held at Olympia—the Federated Malay States have established in London an TJIMAHI, Dutch str., 2.000, J. P. Scholte, 22ad Agency in Queen Victoria-street, and the comprehensive display at the Rubber Exhibition has been initiated jointly by the Agency and by the Rubber Growers' Association—an organization founded to promote the welfare of the rubber industry. The exhibits themselves are well worthy of the closest inspection. illustrating as they do every class of Malayan rubber and every step in its cultivation, from the planting of the seedlings to the tapping and coagulating of the later, creping, drying, cur-

RUBBER IN BRITISH MALAYA ing, and packing of the finished article. The inevitable expenses of getting together, arranging, and supervising such an admirable display In connection with the Rubber Exhibition in have been defrayed party by the respective London The Times has produced a supplement Governments of the Federated Malay States actual work on this side has been in the tion of Sir William Taylor, K.C.M.G. late Resident-General at Kuala Lumpur, and Mr. F. J. B. Dykes, Deputy-Agent, Thanks to their efforts the visitor to the Agricultural Hall, may learn more about short examination of the contents of the pavi- probably moving towards N.W. lion devoted to British Malaya than by the perusal of whole volumes of the financial journals which have undertaken the instruction of the public in all matters appertaining to rubber. The Exhibition also affords an excellent opportunity to the manufacturers of certain classes of machinery to discover how far at 10 a.m., to-day, 0.15 inches. industry. The first machine ever used for the washing of rubber was constructed by the Federated Engineering Company of Kuala of Para rubber, and extensive Lumpur in 1904. Since then the same Company has turned out the "creping" machine by which a beautiful lace-like sheet, easy-to be dried and to be smoked, is produced. But fluality is far from attained in the treatment of the later and the raw rubber, and machinery is probably applicable to many other departments of the industry. The mechanical engineer who will. tuerefore, bend his mind to the problems presented in the production of the highest grades of rubber might well find profitable scope for bis inventive genius at the Agricultural Hall.

SHIPPING IN PORT.

AJAX, British str., 4,477, R. D. Owen, 26th July-Liverpool and Singapore 21st July, General-Butterfield & Swire.

July - Shanghai 27th July, General -Butterfield & Swire. Woosung 25th July. General-Messagerie

Maritimes. BAEON MINTO, British str. 2,896, T. Baillie 19th July-Moji 13th July, Coal-Gilman

27th July-Cardiff 8th June, Coal-Admiralty.

30th July-Tientain 21st July, General-29th July-Chingwantao 22nd July, Coal-C. E & M. Co.

1st August-Shanghai 28th and Swator 31st July, General-Jardine, Matheson

July-Hongay 28th July, Coal-Anguard Thoresen & Co. July-Cebu 22nd July.

maun; 30th July-Bangkok 22nd July Rice and Timber-Butterfield & Swire. -Moji 22nd July, Coal-Dodwell & Co. "1st August-Haiphong 30th July, Conera -Jardine, Matheson & Co.

23rd July-Milke 10th July, Coal-Butter field & Swire. HAIGHING, British str., 1,247, W. C. Passmore 1st August-Swatow 31st July, General-

Douglas, Lapraik & Co. onwards the quantities of rubber exported have HANGCHOW, British str., 999, Byers, 25th July -Newchwang 17th July, Ccal-Butterfield & Swire.

mote, 24th July-Moji 18th July, Coal-Blackhead & Co. August-San Francisco via ports 5th July

Mails and General - P. M. S.S. Co. KUTSANG, British str., 1,895, R. C. D. Bradley 1st August -- Moji 27th July, General-Jardine, Matheson & Co. LANDRAT SCHEIFF, German etr., 1,012, July-

Barckek and Swatow 21st July, General-Kin Tye Loong. LIGHTNING, British str., 2 122, E. P. Smith, 30th July-Singapore 24th July, General-

Davi | Sassoon & Co. CONGMOON, German str., 1,275. W. Vogeler, 24th July—Chinkiang 20th July, General— Hamburg-Amerika Linie. 12.245,8641b. 48,405,471- 5,695,000 MACHEW, German str., 996, R. G. Wilhsen,

29th July-Bangkok 18th July, Rice and Tesk-Butterfield & Swire. MADELEINE RICKMERS, German str., 2,956, J. Schmitz, 28th July-Mororan 20th July, Coal-Bradley & Co.

In 1896 the average value of the Para rubber MANDASAN MARU, Japanese str., 3,246, T. Ota, 20th July-Moji 15th July, Coal-Mitsui Bussan Kaisha. ARIE. German str., 1.169, H. Schlaikeir, 30th July-Saigon 27th July, Rice and General

-Jebsen & Co. dimensions, and in 1910 rubber was sold in MINNESOTA, American str., 13,323, T. W. Garlick, 22nd July-Seattle 19th June and Manila 20th July, General-Nippon Yusan Kaisha.

July—San Francisco 28th June, Mails and General-Pacific Mail S.S. Co. 30th July-Saigon 25th July, General and Rice-Wo Fat Sing. AIRAI MARU, Japanese str., 2,743, Katari,

31st July-Milke 25th July, Coal-Mitsui Bussan Kaisha. of rubb r. even if prices fell considerably from | Spin. Norwegian str., 871, W. Horn, 29th July -Newchwang 20th July, General and Beans- Asgaard, Thoresen & Co.

24th July-Moji-18th July, Coal-Gilman the cultivated article. They saw, in fact, the STRATHLYON, British str., 2,846, J. R. Shaw, 24th July-Portland via Nagasaki 9th July. General, Flour and Timber-P. M. S.S. Co. SUT SANG, British str., 1,960, M. Picknell, 21st July-Moji 15th July, Coal-Jardine,

Matheson & Co.

SUNGETANG, British str., 987. H. Mathias, 30th July-Hainhong and Holhow 29th July, General-Butterfield & Swire. to. 31st July-Manila 29th July. Flour and General-Osaka Shosen Kaisha.

TJIBOD 8. Dutch str., 2,953, Jurriannse, 29th July-Amov 27th July, General-Java-China-Japan Line.

July-Swatow 21st July, General-Java-Chins-Japan Lijn. TENSANG. British str., 1,142, P. H. Rolfe, 31st July-Manila 28th July, General and Hemp-Jardine, Matheson & Co.

SAILING VESSEL. ECLIPSE, British A-masted barque, 2,996, Jame White, 12th May-New York 20th Jan., Kerosene Oil-Standard Oil Co.

On the 1st at 6.30 p.m.—Red South Cone and Drum hoisted.

On the 2nd at 11.55 a.m.—The typhoon appears to be situated about 100 miles to the Southward of Pratas Shoal, and to be moving towards W.N.W. The barometer is falling on the S. coast of China. It has risen considerably in N. Luzon.

The decrease of pressure at the Bonins indicates the existence of a depression over the rubber and the rubber-growing industry by a Pacific to far the S.W. of the group. It is The highest pressure is shown over S.E.

Rough weather may be expected ever the N. part of the China Soa.

Hongkong rainfall for the 24 hours ending

The forecast for the 24 hours ending at noon to-day is as follows :-

DISTRICT. FORECAST. Hongkong & Neighbourhood,

Formesa Channel

South coast of China between | Same as No. 1 Hongkong and Lamerks.

South coast of China between 1 N. Hongkong and Hainan ... freshening. * N.E. winds, freshening considerably, probably to a gale; squally, showery.

CHINA COAST METEOROLOGICAL REGISTER.

August 2nd-AT A.M.

		ŭ.	<u>.</u>	ej.	<u>;</u>	Win	d. j	
Statio	D.	Hour.	Barometer	Temperature	Humidity	Direction.	Force.	Weather.
	- 1		B	Ter	A	Dir	F	× .
Vľostock	******		29.86		93	BSE	2	£
Nomuro			29,79			BW	3	w
Hakodate			29.85		1:1	NW:	2	e-s.ham
		0.5	29,95			,8W		• -
Kochi		11	29.91			BSW.	1	4
Nagrasaki		\vec{H}_{0}	29.88		77		0.	-
Kagoshin		**	29.85	Service.	1. I	NE	1	
Oshima Naha	* * * * * *		29,83 29,81			B	10	*****
Ishi jima			29 74			en to		·
Bonin Is.	********		29.77			819	4	
Cliefoo		6a.	-	200	23	ិន 🛭	1	05 044
Weihaiwe			29.84	76	86			000
Hankow		6 a.	70		9	I-O		om
Kinking		11	-					
Shanghai		9 a.	29.77	.87	76	848	2	0 4
Gutzlaff			29.76	81	95	88	3	UY
Sharp Pl		11	29.71	81	200	NNE	4	0
			29.68		65	NB :	2	0 .
Swatow			29,63	81	83	ENE	O.	0 -
Taihoku		5 a.	29.67	7	-	E	6	_
Taiohu /		22	29,67	E 4-04+	- - 73		0	
Tuinan			29.67	- A	****	: F-	0	-
Koshun Pescadore			29.65 29.65			E.	6	-
Canton			29.63		77	W	2	-
Hongkon			29.68		75	. 8	1333	O
Vict. Pea		100				E, o	3	C
Gap Rool		11	27.67	ı		NNE	2	e i i c
Macro			29.7₺			SE	9	-
Wachow		9 a.			Braken			٠.
Hoihow		1)		_			-	
Pakhoi .		"		lere spiller				
Phulien	S	Въ.	-			-	بــا	1
Tourane		20.	tery to		$\ddot{=}$	1 0 mm	-	
C.St. Jan		,,	14	- 1		F07 41	_	-
Aparri 🛴		5 a.			,			77
Manila	[10	-	29.80		85.	BW	3	\mathbf{q}
Legaspi Propled			29.78	79	40.00	8W	2	0
Becoloi		9 a.	00.02	00		8₩	2	G.
Iloilo Cebu		I	29.83 90.85		-	8W	2	Ο,
Labuan			29.35) 29.91	85		8	2	21
The state of the s	5 A	1)	ロフィブし	au j				
		- ingen						e

F. G. Figg. Director. Hongkong Observatory, August 2nd, 1911. 1 BAROMETER, reduced to 32 degrees Fahronheit on the level of the sea in inches, tenths and hundredths. 2 TEMPERATURE, in the shade, in degrees Fabron-3 Humidity, in percentage of saturation, the

humidity of air saturated with moisture being 100. # DIRECTION OF WIND, to two points. 5 FORCE OF WIND, seconding to Beafort Scale.
6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h half, l lightning, o overcast, p passing showers, q squally, rain, a snow, t thunder, v-visibility, w dew (wet)

0 Rain in inches, tenths and hundreths.

HONGKONG TIDE TABLE.

From 3rd to 9th August, 1911.

	HIGH WATER							Lo	W	V	VAT	ER
Days of Wek. Days of Month		H'kong Mean Time.				Height.		H'kong Mean Time.			Høight,	
erit	-		h.,	m.		in.			m.			in.
Thurs.	. 3	m	4 5	0	5 a 3	4	m	9	16 33	14	3	2 2
Fri.	4	m	4	54	5	7	ĺ٠,	Ó	32			7
, A			6		a 3	7.		10	26	8	3	7.4
Sat.	5	m	5	46	6	0	m	1	26		2323	2
. /			В		a 3	8	1	1	. 27	8		6
Sun.	6	M	6	31	6 a 3	3	m	2	5		1	8
· dem	177		9		8 3	9	il .	_	~		1	4
Mon.	. 7	Ш	7	10	6	6	m	0	26		3	- 6
Tues	0	_	7	44	.	1		2				4
T108.	8	m	7	. —	6 4	9	m	1	1.5		3	6
Wed.	9	-	8	12	7	2		3	10 57	-	3	5
AL DAT	7.	Ш		35	9.00	1	m	3			4	8

HONGKONG, METEOROLOGICAL. REGISTER.

Hongkong Observatory, August 2nd.

	Previous Day at 4 p.m.	, at	at 4 p.m.
Barometer	29.63	2963	29.58
Temperature	90	85	85
Humidity	61	75	75
Wind Direction	W	E .	E
Forceti	1	3	4
Weather	0	0	0
Rain	1	0.15	1

Highest open air Temperature on 1st., 91 Lowest open air Temperature on 1st .79

ARRIVALS.

ANHUI, British str., 2nd August-Cauton. BENDORAW, Baitish str., 2,587, A. W. S. Thomson, 2nd August-Singapore 27th July, General -Gibb, Livingston & Co. CARL DIEDERICHSEN, German str., 774, C. Jurgensen, 2nd August-Haiphong and Heihow 1st August, Coal and General-Jebsen & Co.

CHILDAR, Norwegian str., 1,102, H. Nielssen, 2nd August-Bangkok 25th July, General -Asgnard, Thoresen & Co.

DAIJIN MARU, Jap. str., 899, Y. Yamamoto, 2nd August—Swatow 30th July, General— Osaka Shosen Kaisha.
DEVANHA, British str., 8,000, H. Powell, 2nd August-Singapore 29th July, Mails and

General-P. & O. S. N. Co. Kumano Maku, Japanese str., 3,147, M. Winckler, 2nd August-Yokohama via ports 29th July, Copper and General -Nippon Yusen Kaisha.

PEMBROKESHIBE, British str., 2,999, W. C. Barratt, 2ad August-Yokohama 9th and Holhow 28th July, General-Jardine, Matheson & Co.

TANGO MARU, Japanese str., 4,627, K. Kawars. 2pd August-Singapore 27th July, General -Nippon Yusen Kaisha.

Tunoshing, British str., 1,172, L. Hussey, 1st August - Swat - 31st July - Jardine Matheson & Co. WRAY CASTLE, British str., 2,717, Harris, 2nd

August - New York and Manila 30th July, General - Dodwell & Co. Yu Shun, Chinese str., 1,079, C. Westerland, 2nd August Shanghai 30th July, General -- C. M. S. N. Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE. 2nd August. Depunha, British str., for Shanghai. Tango Maru, Japanese str., for Kohe.

DEPARTURES

2nd August. CHOSHUN MARU, Japanese str., for Swatow. CHOYSUNG, British str., for Canton. FAUSANG, British str., for Canton: KITANO MARU, Japanese str., for Singapore. KWANGLEE, Chinese str., for Shanghai. NANGHANG, British str., for Amoy. SI-KIANO, French str., for Haiphong. SPEZIA, German str., for Singapore.

PASSENGERS.

ARRIVED. Per Children, from Ban bok, Mr Brandshe. Per Kumano Maru, from Japan, &c., Mr C.

F. Ellefson, Mrs G. Morgan and child. Per Devonka, for Hongkong, from London, Mr W. Marshall and Miss M. Anheston; from Bombay, Mr and Mrs Sproff : from Singapore, Mr J. Saper, Dr. Thunson; for Shanghai, from London, Miss A. Jackmann; from Marseilles, Mr W. Hosk; from Bombay, Mr T. W. Y. Sung's from Colombo, Mr M. Y. Johnston from Singapore, Major Stephenson; for Yokohame, from London, Mr and Mrs McDougall, Mr and Mrs Skphenson; from Colombo, Mr E. O. Bronlon.

Per Tango Maru, from London, &c., for Hongkong, Mrs A. Reiggie and 2 children, Mr J. Fredericks, Mr T. Matsuo, Mr Y. H. Koo and Mr S. Ota; for Kobo, Mr J. Weir, Mr N. Sakabe, Mr S. Sawamura, Mr I. Oki, Mr and Mrs S. Miyakawa, Mr S. Endo, Mr S. Inouye, Mr H. Tsuda, Mr S. Matsuda, Miss K. Omachi, Miss K. Inouye and Miss H. Koto; fer Yokohama, Consul and Mrs B. Noda and 3 children, Mr J. Brinkley, Mr S. Tago, Mr I. Takenchi, Mr S. Nagayama, Mr C. Takahashi and Mr J. Joyoizumi.

Per Kitano Maru, for London, &c., Mrs S. Nishimura, Mrs Wolf, Dr. A. B. Street, Miss Ramsey, Mrs A. C. Comrie and child, Mr and Mrs S. Graham, Mr Wolf, Mr Namwarat, Lt. Com. Yamamoto, Mr and Mrs B. W. Gonder, Mr R. J. Birbeck, Mr and Mrs A. Nilsson, Mrs A. P. Fisher, Mrs Reed and 2 children, Mr S. Sakai, Mrs C. Tsutada and child, Mrs A. P. Fisher, Mrs E. S. Jelly and 2 children, Dr. M Tamura, Messrs Nasa, Tajitsu, John Reed, E. S. Jelly, Tone, P. Goering, B. Cherry, T. Hamoke, K. Hosbina Nagoya, Dr. A. T. Short, Master Walter Short, Mr T. Kasahara and Mr

T. Hirano. Per Rubi, for Manila, Rev. G. A. Bunbury, Mr H. L. Logan, Mr and Mrs J. P. Lawrie. Capt. Arthur. Mr C. Veiers, Mr A. H. Henry, Messrs H. Frankis, R. Roberts, N. Levin, F. Coyne, G. Stamford, A. Frith. J. MacGrath, L. Cowen, W. P. Morgan, W. Guilbert, Roy Smith, H. Fairfax, T. Maxwell, Misses Hill Poole, Martyn, Drury, Vaudon, Masriens, Mrs. Frankis, Miss Temple, Mrs Roberts, Miss Duval, Mise Hope, Mrs Stevens, Mr A. Lopez, Mr R. Corke, Mr W. Baker, Miss Greenhill, Miss Davis, Miss Rudsdell, Mr B. Magnavi, Messrs R. Valladero, A. Ozario, J. F. Diniz, D. Abren, N. D'Cruze, M. D'Bonzo, A. Coelho, D. H. Falleiro, Alli Bux, P. S Aranjo, B. Gupta, S Has ain, W. R. Murray, G. V. Strong, L. W. Fisher, J. T. Stewart, Mr and Mrs Stone, Mr G. T. Luhrs, E. E. Rice, J. B. Hanrahan, C. W. Rheberg. J. Macaraeg, R. Mariano, Mr and Mrs R. W. Newcombe, Mr R. Revera, Miss M. Cook, Mr and Mrs Lucas and 2 children Miss B. Barin, Mrs and Miss Nolting, Mr W. H. Strang, Miss L. Lindehl, Miss J. Young, Mr P. Gutierrez, Miss E. E. Pritchard, Mr B. Hilton; for Cebu, Mr L. B. Bargas and Mr M. Mindie: for Iloile, Mr and Mrs W. D. Graham.

PASSENGERS EXPECTED.

Per I G.M. str. Ruelow, due about 22nd Aug. -For Hongkong, Dr. John, and Mrs Jen en for Shangh in Mr S. W. Roberts, and M Heinemann; for Tsington, Miss Betty Z' for Kobe - Prof. Max. Febler; for Yokol Mrs B. W. Chandler and Miss A. C. Dal Per I.G M. str. Gneisenau, due ab Sept .- For Hongkong, Dr. Momm Staatweber, Ar G. rilbermann s Krebs; for Mavila, Mr R. Kumv and Nirs W. Schroeder; for Shar Mrs Dowding; for Yokohama, and child, His Excellency A family, Mr and Mrs O. Koch

Per I.G.M. str Derflin Sept.-For Hongkony, N ir Wm. E. Parsons: for Shanghai, Miss Unc er and Mr H. Surplice for Tsingtau, Mrs A. Becker and Mrs E. Schultze.

Prinz E tel Friedrich, due For Hongkong, Mr A. L. 4-General Kiliane and family, .iderup, Mr K. Kastmann, Mr E. and Miss Baltke, Miss E. Markus .s. Miss L. Delbruck and Mr M Jach; for Shanghai, Mr and Mrs H. A. Mr P. Lampertz, Mr P. Geldmacher, Mr V. Weber, Mr Wm. II. Jeffreys, Miss B. We ranch, Misses Jeffreys (2), Rev. Hemptione, Reg. Lippens, Miss Unger, Mr and Mrs P. ampertz; for Kobe, Miss F. Donner; for Yokohama, Mr and Mrs C. H Nitschke, Mr. and Mrs A. L. Tu-ke, Mr O. Reemers Jr , Mrs W. k leffenn and child, Miss H. Frank, Mr and | Office. Mrs P. C. Thiel.

ADVERTISED

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Rowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

	de the first of the state of		gh as			
DESTINATION.	VESSEL'S MANES.	PLAG & RIG	BERTE	CAPTAIN.	FOR PREIGHT APPLY TO	TO BE DESPATCHED
		Mariana e maria a maria.		I want to the second of the se	Market and the second control of the second	where we produce the second of
	4)		4.00		A property was first to the contract of the co	
			A. W			
DON, ROTTERDAM & ANTWERP	DETER	Brit. str.	that a second	W. Barrett	JARDINE, MATHESON & Co., LD	On 5th inch at at.
DON & ANTWERP VIA SINGAPORE. &C	SKRIA	Brit. str.		R. A. Peters	P. & O. S. N. Co	About 10th inst.
PERDAM, HAMBURG & ANTWERP, &c	SEGOVIA	Ger. str.	k. w.	Deinat	HAMUBRG-AMERIKA LININ	On 12th inst.
PERDAM & HAMBURG, VIA STRAITS &C RE & HAMBURG VIA STRAITS, &C	BRISGAVIA	Ger str			HAMBURG-AMERIKA LISTE	
RE, HAMBURG & ANTWERP, &c.	BANONIA	Ger die	k, w.	Karberg	HAMBURG-AMERIKA LINIE	On 13th inst
RE & HAMBURG VIA STRAITS, &c	SILESIA	Ger. etr	K.W	Reuss in an	HAMBURG-AMERIKA LINEE	Oh 20th inst.
RE, BREMEN & HAMBURG, &c	AMBRIA	Ger. str	k. w.	Feldtmann	HAMBURG-AMERIKA LINIE	On lat Sept.
ESTE. &c., VA SINGAPORE. &c	NIPPON	Ans. str.		Tarabochia	NIPPON YUSEN KAISHA BANDER, WIELER & Co	On 28th inst., at D'I
ES GENOA ALGIERS, GIERALTAR & SOUTHAMPTON				J. Bartfeldt	MELCHERS & Co	On 9th inst. at Noon
YORK	BIKH	Brit. str.		fem 001 140 151 150 100	DODWELL & Co., LTD	About 16th inst.
COUVER B.C. SEATTLE & POBILAND, &c	ORTERIO	Beit, str.			THE BANK LINE, LIMITED	
COUVER (DIRECT)	EMPRESS OF CHINA	Brit, str.	1 m.	1000 000 000 000 000 000	CANADIAN PACIFIC B. Co	On 12th inst., at 6 P
COTIVER VIA SHANGHAI, JAPAN, &C.	MONTEAGLE	Brit, str. L.	2 m.	W. Davison	CANADIAN PACIFIC B. UO	On 12th Sent., at N.
PORTA OR & TACOMA VIA KEELUNG & JAPAN	TACOMA MARU	Jap. str		Tainenne	OSAKA SHOSEN KAISHA	On 9th inst. at 11 A.
ORIA, B.C. & SEATTLE. VIA KEELING, &C FORIA, B.C., & SEATTLE VIA KEELUNG, &C	INADA MARU	Jap. str	_	S. Tominaga	NIPPON YOSEN KARRE	On 15th inst., at 4 P. On 12th Sept., at 4 r
ORIA, B.C. & TACOMA via KRELUNG, S'GHAI, &C	PANAMA MARU	Jan. str			OSAKA SHOSEN KAISHA	Un 22nd inst., at 11
TRANCISCO VIA SHANGHAI & JAPAN. &c.	PERSIA	Brat. str.	-		PACIFIC MAIL S.S. CO	TO-morrow, at 11 A.s
FRANCISCO VIA SHANGHAI & JAPAN FRANCISCO VIA KEELUNG, B'HAI & JAPAN, &C	NIPPON MARIT	Am. str.	_	H Q Qmith	PACIFIC MAIL S.S. CO	On 18th inst., at 1 P.
TRAILAN PORTS VIA MANILA	Kumano Maru	Jap. str.	-	M. Winckler	NIPPON YUSEN KAISIL	To-morrow at Noon
TRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	-	F. Isecke	MELCHERS & CO	On 12th inst., 4 P.M.
TRALIAN PORTS VIA MANILA	TAIYUAN	Brit.str	lm ·	L. Dawson	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.
TRAITAN PORTS VIA MANILA	TANGO MARY	Jap. str.		T. Sekine	NIPPON YUSEN KAISHA	On 1st Sept., at Noo
AN	TJIKINI	Dut, str.		K.wara. H. Koops	JAVA-CHINA-JAPAN LIJR	Quick despatch.
CICAN, PERTIVIAN & CHILEAN & JAPAN	KIYO MARU	Jap. str	122	S. Togo	TOTO KISEN KAISHA	On 15th inst., at Noo
AGOA BAY, DURBAN, EAST LONDON, &c	HARON ARDROSSAN	Ger. str.	, <u></u>	Danagashi	GILMAN & Co.	About 20th inst.
HAIWEI & TIENTSIN NTSIN VIA SWATOW, WEIHAIWEI & CHEFOO	KUEICHOW	Brit, str Brit, str.		F. Mooney	JARDINE, MATHESON, & Co., LD	On 6th inst. at 9 a w
NGHAI	DEVANHA	Brit, str	_	H. Powell	P. & O. S. N. Co	To-day, at -7 A.M.
NGHAI	ANHUI	and the same of th	7	J. B. Harris	BUTTERVIELD & SWILL	To-day, at 4 P.M.
NGHAI, YOKOHAMA, KOBE & MOJI	4 4			Wm. Lloyd Jones		
NGHAL KOBE & MOJI	FOOTSANG	Brit, etr	-	T. A. Mitchell	JARDINE, MATRIESON & Co., LD	On 5th inst, at M'n
NGHATEVIA SWATOW & NINGPO	CHOYSANG	Brit. str.	- 8	M. Courtney	Jardine, Matheson & Co., Ld	On 8th inst., at D'iis
NGHAI, KOBE & YOKOHAMA	ALESIA	Ger, str.	E W.	Habel	HAMBURG-AMERIKA LINES	On 9th inst.
NGHAI. NAGASAKI, KORE & YOKOHAMA NGHAI	LINAN	Brit. str.	1 m.	C. C. Williams	MELCHERS & Co	On 10th inst. at 4 p
nghat moji kobe & Yokohama	SARDINIA	Brit. str.	3 mars 10	C. C. Talbot, B.N.B	P. & O. S. N. Co	About 10th inst.
NGHAI, MOJI, KOBE & YOKOHAMA	SUNDA	Brit. str.	, 	H. E. Evans, R.N.R.	P. & O. S. N. Co	About 24th inst.
NGHAI SUI VIA SWATOW & AMOY	BALTER WART	Jan str		Rooy III	JAVI-CHINA-JAPAN LIJN OSAKA BHOSEN KAISHA	On 6th instead 10
NG VIA SWATOW & AMOY	SOSHU MARU	Jap. str.		100 100 100 100 100 100 100 100 100 10		On 9th inst. at 10 A
TOW. AMOY & FOOCHOW	HATCRING	Brit. str	2 h	W. C. Passmore	DOUGLAS LAPBAIE & Co	To-morrow, at 1 P.M.
TOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h	J. S. Roach		On 8th inst., at 1 P.
TOW, AMOY & FOOCHOW	YUENBANG	Brit. str.	2 h	A. H. Stewart P. H. Rolfe	JARDINE, MATHESON & Co., LD	On 5th inst. at 2 p.
ILA, CEBU & ILOILO	TAMING.	Brit. str	1 m.	Pennofather	BUTTERFIELD & SWIEE	On 8th inst., at 4 P.1
ILA, CEBU & ILOILO	ZATIRO	Am. str. ,		M. C. Smith	SHEWAN, TOMES & Co	On 10th inst., at 4 P
ILA CERT A ITOITO	LOONGSANG.,	Brit. atr.	1	Teask	SHEWAN, TOMES & Co., L.D	
BAY VIA SINGAPORE, & COLOMBO		Jan. str.		S. Crosby N. Nielsen		
HOW & HAIPHONG	SUNGKIANG	Brit, str.	1 m.	H. Mathias	BUTTERFIELD & SWILE	To-morrow, at 8 A.M
BAY VIA SINGAPORE & PENANG	ISCHIA	Ital, str	_	Belsito	CARLOWITZ & CO.	
PAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	A	E. P. Smith	DAVID BASSOON & Co., LTD., JARDINE, MATHESON & Co., LD.,	On 8th instead Non
AVIA, CHERIBON. SAMABANG, &c	TJIBODAS	Dut. str.	1.5	M. v. Wijk Jurisans	. Java-China-Japan Lijh	Quick despatch."
DAT AND SANDAKAN	BORNE'S	Ger. str.	-	F. Sembill	MELGE ERS Co &Co.,	Middle of Aug.
		AN AND DESCRIPTION OF A STATE OF	10 mg	Weigall	A REPORT OF A PROPERTY OF A STATE OF THE PROPERTY OF THE PROPE	C. A. Sen. I Market Market No. 44 (1974)



FHILLFFINES S.S.

ZAFIRO RUBI	(e.c.)** 02c.	4000	M. C. Sm	th Manila,	Cebu &	Iloilo	On 10th Aug. On 21st Aug.	4 P.M.
STEAMSHIP	10.5	Tons	CAPTAIN	1 1 1	POR T	1 1	SAILING J	DATE
2 78 7	4 4		100	M Yes		, m		

For Freight or Passage, apply to Hongkong, 3rd August, 1911.

SHEWAN, TOMES & Co., General Managers. PHILIPPINES S.S. Co.

AGENT.

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CALCUTTA, COLOMBO, ADEN,

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Capt. Tarabochia, will be despatched as above or

This Steamer has capital accommodation for

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Agents,

Princes Buildings.

passengers, electric light and carries a doctor.

For information as to Passage and Freigh

MONDAY, 28th August, P.M.

THE Company's Steamship

Hongkong, 26th July, 1911.

apply to

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PORTLANJ & ASIATIC S.S. CO.

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ough Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and States Points. For through rates of Freight and further information, communicate or apply to FRED J. HALTON.

KING's BUILDING, (Opposite Blake Pier)

Per I.G.M. str. Yorck, due about 18th Oct.-For Hongkong, Mr G. P. Specer; for Shangbai, Mr and Mrs A. Berg, Mrs G. Hadden, and Mr Grudinger; for Tsingtan, Mrs Karl Schlaobtbauer and child; for Kobe, Mr J. Balljahn; for Yokohama, Mr and Mrs G. Willey.

Per I.G.M. str. Princess Alice, due about 1st November-For Hongkong, Mr and Mrs Briss, out 5th Col. H. Percy Smith, Misses Brias. Mrs E. Mr G. | Sembill. Mr and Mrs J. P. Ranurez. Capt. and ad Mr O. Mrs Bremer, Mrs Brown, Mr C. E. Eyer, Miss Aerfeldt, Mr Polig, Mr Wm. K. Eyer, Miss A. Jownend, AUSTRIAN ghai, Mr and Miss Eyer, Mrs and Master C. E. Eyer, Miss Ars E Reemers Orme. Miss Dorow and Miss Walker; for a I Irarraval and Manila, Mr A. de Tavera, Mr C. de Tavero and family; for Shanghai, Isspector Plasckke and per, due about 19th family, Miss Boshon, Rev. and Mrs A. J. Bradby and child, Rev. and Mrs J. W. Ch pmann Mr and Mrs Fricke, Mr and Mrs Saras, Mr and Mis Meuser; for Yokohama, Mrs Muller, Mr H. Schluter, Mrs H. Wentzensen, Mr A. Bebie, Mr and Mrs Berl ner.

ON SALE.

ror 1911. Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival as well at their destinations, as the dates of return Mails.

Mounted on Card ... 30 Cents. On Paper ... 20 On Sale at the Hougkong Daily Press

Hongkong: 6th February, 1911.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVEE. 21 DAYS HONGKONG TO VANCOUVEE SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.

"EMPRESS OF CHINA" BAT., 12th Aug. "ALLEN LINE" "EMPRESS OF INDIA" SAT., 2nd Sept. EMPRESS OF JAPAN " SAT., 23rd Sept.

From Quebec. FEIDAY, 18th Aug "EMPRESS OF BRITAIN"FRI., 8th Sept. "MONTEAGLE" TUESDAY, 12th Sept. "ALLEN LINE" FRIDAY, 29th Sept.

EMRPESS OF CHINA" SAT., 14th Oct. "EMPRESS OF IRELAND" Far., 20th Oct "EMPRESS OF INDIA" SAT., 4th Nov. "ALLEN LINE" FRIDAY, 10th Nov. "Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, salling at BHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE. YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers) and 1st Class Bailway ...

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. R.M.S. "MONTEAGLE," or ries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries. Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of Chine and Japan Governments. Full particulars of application from Agents. For further information Mars, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China. Corner Pedder Street and Praya, opposite Blake Pier.

NORDDEUTSCHER LLOYD. IMPERIAL GERMAN

LINES.

TO BALL. **BTWAM NEB** NAPLES, GENOA, ALGIERS, "LUETZOW!" (Wednesday 9th GIBRALTAR, SOUTHAMPTON, Capt. J. BARTFELDT, 17,300 & Aug., at Noon ANTWERP and HAMBURG BHANGHAI, NAGASAKI, KOBE About "PRINZ LUDWIG," Capt. F. von BINZER, 18,300 and YOKOHAMA ... MANILA, YAP, MARONN, SAMA-) "PRINZ WALDEMAR," Saturday, 12th RAI, NEWGUINEA, BRISBANE, Capt. F. ISECKE, 6,100] Arg., at 4 P.M. SYDNEY and MELBOURNE Middle of "BORNEO"

Capt. F. SEMBILL All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken. For Further Particulars, apply to

NORDDEUTSCHER LLOYD. MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Aug.

Hongkong, 28th July, 1911.

KUDAT & BANDAKAN

VERSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

HE Steamship

"LIGHTNING," Captain E. P. Smith, will be despatched for the above Ports TO-MORROW, the 4th inst. at Noon. For Freight or Passage, apply to DAVID SASSOON & Co., Lad.,

Hongkong, 1st August, 1911.

"SHIRE" LINE OF STEAMERS, LTD. FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"PEMBROKESHIRE." Capt. W. Barrett, will be despatched as above TO-MORROW, the 4th August. The attention of Passengers is directed to the excellent accommodation offered by this Steamer at Cheap Rates. A Doctor and Stewardess are carried, and all

Cabins have Electric Fans For Freight or Passage apply to JARDINE, MATHESON & Co., LTD.,

Hongkong, 2nd August, 1911.

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER DIRECT.

THE Steamship

"ORTERIC."

FROM HONGKONG

TO-MORROW, THE 4TH AUGUST

To be followed by the Steamer

SUVERIC ... 22nd Aug.

Bills of Lading issued to Overland Points in Canada, the United States and to the West

For further information regarding freight rates, apply to

CANADIAN PACIFIC RAILWAY Co. Hongkong.

Hongkong, 20th July, 1911,

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON. AUSTRALIA, INDIA. ADEN, EGYPT. MEDITERRANEAN PORTS. PLYMOUTH AND LONDOW.

THEOUGH BILLS OF LEADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICA FORTS.

THE Steamship

"DELHI." Captain H. S. Bradshaw, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 5th Aug., 1911, at Noor, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MOLDAVIA," 9,500 tons. from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Bilk and Valuables, all Cargo for France, Tea and Cargo for London (under arrange ment) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. CALEDONIA, due in London on the 17th Sept., 1911.

Percels will be received at the Office. until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT.

Hongkong, 24th July, 1911.

SOCIETA NAZIONALE DI BERVIZI

Superintendent.

MARITTIML

STEAM FOR BOMBAY. VIA SINGAPORE AND PENANG. Having connection with Company's Mail Steamers to PORT SAID, MESSINA, Naples, Leghorn and Genoa, also VENICE and TRIESTE, all MEDITER-BANEAN. ADRIATIC. LEVANTINE and South American Ports up to Callao. (Taking Cargo at through rates to Parsian GULF and BAGDAD, also BARCELONA. VALENZA. ALICANTE, ALMERIA and

MALAGA. THE Steamship

"ISCHIA, Captain Belsito, will be despatched as above on SATURDAY, the 12th August, at Noon. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co.,

Hongkong, 31st July, 1911.

REGULAR STEAMSHIP SERVICE.

WITH LIBERTY TO CALL AT MALABAR PROPOSED SAILINGS PROM HONGKONG.

FOR NEW YORK. S.S. " SIKH " ... On or about 16th August. For Freight and further information, apply to ... DODWELL & Co., LTD.,

Hongkong, 27th July, 1911.

THURSDAY, 3rd

8.000 l Aug. at 11 A.M.

ORIENTAL STEAM NAVIGATION COMPANY.

SHANGHAI	TO SAIL REMARKS 7 A.M.) Freight and 3rd Aug. (Passage.
CONDON VIA USUAL PORTS DELHI Capt. H. S. Bradshaw,	Noon 2 See Special
SHANGHAI, MOJI, KOBE SARDINIA	About Freight and 10th Aug. Passage.
TONDON and ANTWERP SYRIA SINGAPORE, PE. NANG, COLOMBO, PORT Capt. R. A. Peters, EAID and MARSEILLES	About Freight and Passage,
SHANGHAI, MOJI, KOBE SUNDA	About Freight and 24th Aug: Passage.
For Further Particulars apply to Hongkong, 3rd August, 1911.	A, HEWETT, Superintendent.

CHINA NAVIGATION CO., LD.

BAILINGS S	SUBJECT TO.	ALTERATION	W
TAND		THAM REA	TO SAIL
SHANGHAI	"ANHU	0n 3	rd Aug., 4 P.M.
DOLOOM 1 GAIPHONG	"BUNGE	LANG" UIL 4	th Aug. O A.M.
SH ANGHAL	CHENA	AN" UR 5	th Ang Ang.
MANILA, CEBU and ILOILO	TABLEN	0 0 10	Wh Ang 4 PM
SHANGHAL WEIHAIWEI & TIENTSIN	WEIGHT	HOW" On 1	Oth Aug., 4 P.M.
MANILA, ZAMBOANGA, TE	ITTRS.	TILO IV	Dest Arabit a river
TAY ISTAND COOKT	OWN.	A 37.44 (A 4.77	41. 4 4
DAY ISLAND, COOKT CAIRNS, TOWNSVILLE,	BRIS. (TAIYU	AN" mining On 17	th Ang., 4 P.M.
DANG GYTNEY & MELROI	TRNE		

DIRECT SAILINGS TO WEST RIVER, Twice Weekly. B.S. "LINTAN" and S.S. "SANUL" AUSTRALIAN STEAMERS have superior accommodation with Electric Light.

throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zealand and

Tasmanian Ports. MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING."

Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft.

Baloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

BHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS

"ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Diving Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Membray sailings. A Color layers Murray Pier at 10 o'clock swary SATURDAY. Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY

These Steamers Land Pessengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36 BUTTERFIELD & SWIRE.

For Freight or Passage apply to-Hongkong, 3rd August, 1911.

AGENTS.

LINIE HAMBURG-AMERIKA IN CONJUNCTION WITH

DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, CO MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genos, and other Mediterranean Levantine, Black Baltio Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG: HOMEWARD.

-64		OUTWA	RD.			,
T	ож Ви	RGHAI, KOBE &	YOROBA	MA:	7 .	
	8.8.	ALESTA	*** ***	9th	Aug.	
	8.8.	RHEINFELS	*** 144r;	25th	Aug.	
•			ni n		Sept.	
	1 1	BACHSEN (*** ***			
	8.8.	BAYERN	111 711	6th	Oct.	
		i , , , , , , , , , , , , , , , , , , ,			-	

FOR HAVEE & HAMBURG S.S. LIBERIA ... 7th Aug. FOR BOTTERDAM, HAMBURG & ANTWERP: S.S. SEGOVIA 12th Aug. FOR HAVEE, HAMBURG & ANTWERP: S.S. SAXONIA ... 13th Aug. FOR HAVRE & HAMBURG: 8.8. SILESIA 20th Aug. FOR ROTTERDAM & HAMBURG: S.S. BRISGAVIA ... 24th Aug. FOR HAVEE, BREMEN & HAMBURG: S.S. AMBRIA ... Let Sept.

For Further Particulars, apply to-

HAMBURG-AMERIKA LINIE.

Hongkong, 3rd August, 1911.

Hongkong Office.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

A I Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

AND FOOCHOW SWATOW. AMOY AND RETURN.

(Occupying 9 to 10 Days). LEAVING. **GTEAMBHIPS** Capt. W. C. Passmore . FRIDAY, 4th Aug., at 1 P.M. ... TUESDAY, 8th Aug., at 1 P.M. Capt. J. S. Roach "HAIMUN" ... Capt. A. H. Stewart ... FRIDAY, 11th Aug., at 1 P.M.

During the Month of August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to-

DOUGLAS, LAPRAIK & Co., GENERAL MANAGUES.

Hongkone, 1st August, 1911;

INDO-CHINA S. NAV. CO., LD.

٠.	TIATIO OTTATATE OF TAXABLE SECTION OF TAXABLE SECTI
	PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)
	TOD SALE
	"YUENSANG" Saturday, 5th 'Aug., 2 P.M.
	4" RHANGHAI TIA SWATOW & NINGPO" CHOYBANG" Sunday, oth Aug., D'ugut
	TIENTSIN VIA SWAT'IW, W.D. L"CHIPSHING" Sunday, 6th Aug., 9 A.M.
٠,	
	TREAMGRAL ROBE & MOJI "FOOKSANG" Tuesday, 8th Aug., D'light
	B SENITA DITER DINIA MILA CIA I CILITIA MULLINA MULLINA MILA RESIDENTA
	MANILA "LOGNGSANG" Saturday, 12th Aug., 2 P.M. "MAUSANG" Saturday, 19th Aug., Noon.
	T Plant to a second and the second a
	(OCCUPYING 24 DAYS).

The Steamers "Kutsang," "Nameang" and "Foomsang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Yangters Ports, Tsington, Weihaiwei, Chefoo

I Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Twac Wankan. Jesselton and Labuan. Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHERON & Co., Ltd.,

GENERAL MANAGERS. Hongkong, 3rd August, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting at San Francisco with the WESTERN PACIFIC RAILWAY

THE SAN FRANCISCO SCENIC ROUTE.

The Twin Screw Steamer

"NIPPON MARU" (CAPI. W. E. FILMER),

Will be despatched from Hongkong on the 18rm August Next, at Noon, via Shanghai and Nagasaki to KOBE, where Passengers and Cargo will be transhipped to the new and improved triple screw turbine steamer,

MARU" (CAPT. H. S. SMITH),

8.8. "TENYO MARU" AND "CHIYO MARU."

This new turbine steamer is replete with every modern convenience - including a Palm Garden on the Bridge Deck-all staterooms are outside rooms.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL BAILWAYS OF MEXICO AT MANZANILLO.) The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

DATE OF BAILING. STEAMER ... 17,500 ... TUESDAY, 15th August, at Noon. KIYO MARU ... THE S.S. "KIYO MARU" will be despatched from Hongkong via MOJI, KOBE, YOROHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL, on TUESDAY, 15TH AUGUST, at NOON.

	FARES FROM H	ONGRONG:		
To LONDON	the same of the	***	ومنها والمناه	£71.10.0.
	and Return 6 Months	100 100		£120.0.0.
To VALPARA		***		Yen 570.00.

Through Tickets to all Principal Points in U.S.A., Canada and Europe. SPECIAL RATES (First Class only) are granted to Officials of the Naval, Military, Diplomatic, Consular and Civil Services and Missionaries.

For Further Particulars as to Passage and Freight, apply to K. MATSDA, AGENT,

King's Building (Opposite Blake Pier).

FRANCAIS ASIATIQUE

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours,

Capt. E. de Catalano. "SI-KIANG"

(1ST AND 2ND CLASSES) will leave Hongkong for KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 16th Aug., 1911, at 9 A.M.

For Passages and Freight, apply to P. THOMAS, M.M. Co.'s AGENT.

KAISHA. SHOSEN OSAKA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.



Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE AND ST. PAUL BAILWAY (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

BTEAMERS	Tons (Gross reg.)	GRAVER,
("TACOMA MARU"	6,178	WED DAY, 9th Aug. at 11 A M
"STATTLE MARII"	6,182	WED'DAY, 6th Sept., at 11 A.M
"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct., at 11 A.M
("PANAMA MARU"	6,059	TUESDAY, 22nd
"MEXICO MARII"	6,064	SATURDAY, 16th
	6,064	Sept., at 11 A.M. TUESDAY, 17th Oct., at 11 A.M.
	"TACOMA MAEU" "SEATTLE MARU" "CHICAGO MARU" ("PANAMA MARU"	(Gross reg.) ("TACOMA MARU" 6,178 "SEATTLE MARU" 6,182 "CHICAGO MARU" 6,059 "MEXICO MARU" 6,064

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE

FOR	STEAMERS	LHAVEF.
TAMBUI VIA SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 6th Aug., at 10 a.m.
ANPING VIA SWATOW	"SOSHU MARU"	WED'DAY, 29th Aug., at 10 A.M.

During the month of August, Return Tickets to Foochow available Three Months will be issued at the Special Rates of :--

2ND CLASS \$29.90. 1ST CLASS \$45.50 For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

772-778]

8. HIROI, MANAGER



DESTINATIONS.

KOBE and YOKOHAMA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED BAILINGS FROM HONGEONG-FUBINCT TO ALTERATION.

SAILING DATES. STEAMERS

WARSEILLES, LONDON and IYO MARU WED'DAY, 16th Aug., at Daylight Capt. R. Takeda, PENANG WED'DAY, 30th HIRANO MARU SUEZ COLOMBO, Aug., at Daylight Capt. H. Fraser,

PORTSAID MARU SATURDAY, 12th Aug., from Konw Capt. J. Richards.

ICTORIA, B.C. and [SAWA MARU TUESDAY, 15th SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE Aug. at 4 P.M. Capt. Irisawa. INABA MARU YOKKAICHI, SHIMIZU TUESDAY, 12th and YOKOHAMA ... Capt. S. Tominaga, Sept., at 4 P.M. FRIDAY, 4th YDNEY and MELBOURNE, KUMANO MARU Aug., at Noon, via MANILA, THURSDAY Capt. M. Winckler, ISLAND, TOWNSVILLE YAWATA MARU FRIDAY, 18t . and BRISBANE Capt. T. Sekine, 5,000 & Sept., at Noon

JTUESDAY, 8th BOMBAY via SINGAPORE, J. WAKASA MARU and COLOMBO... ... Capt. N. Nielsen, Calling at Djibouti. Fitted with New System of Wireless Telegraphy. Carries Deck Passengers. I Cargo only.

Capt. Kawara,

TANGO MARU

CHEAPEST RATES SUMMER

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

\$120 \$110 **\$100 \$90** 1st CLASS \$ 60 \$80 \$ 70 \$50

With Option of rall between Steamers' Calling Ports in Japan.

urther Information, apply to-

* Twin Borews.

14-401

T. KUSUMOTO, MANAGER.

LINE. MAIL U.S.

MAIL PACIFIC

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.) SAILING DATES Strambrs * KOREA 11th Aug., at 1 P.M. ****** 26th Aug., at 1 P.M. • SIBERIA 18,060 • MANCHUEIA..... 27,000 8th Sept., at 1 PM. • MONGOLIA 27,000 30th Sept., at 1 P.M. 28th Oct., at 1 P.M. * KOREA 18.000 SATURDAY, * SIBERIA 18,000 FRIDAY. 10th Nov., at 1 P.M. • MANCHURIA 27,000 27,000 25th Nov., at 1 P.M. SATURDAY, 16th Dec. st 1 P.M.

All Steamers are Equipped with Wireless Telegraphy. THE P.M. S.S. "KOREA" will be despatished for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, 11th August, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Unly) Granted upon Application.
To European Points: Officials of any European Naval, Military, Diplomacy, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: -Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 4th Aug. at 11 A.M. CHINA......10,200 Tons FREDAY, 1st Sept., at 1 P.M. THE S.S. "PERSIA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGA-SAKI, KOBE, YOKOHAMA AND HONOLULU, on FRIDAY; 4th August, at 11 A m On the Fine MAIL Steamers, CHINA and PERSIA FIBST CLASS. SALOON SERVICE is furnished at Intermediate Ratio. .

via Canadian Atlantic Ports. £43. FARES, HONGKONG TO LONDON via New York HONGKONG TO SAN FRANCISCO Through Bills of Lading issued to Japan, North, Central and South American Ports
For further information as to Passage and Freight, apply to the Agency of the Companies

King's Building (opposite Blake Pier). FRED J. HALTON, AGENT.

STEAMERS PASSED THE CANAL.

June 27th-Ambria, Astyonax, Carmorthenshire, Hirano Mar", Meinam, Neckar. 30th-Peleus, Socotra. July 4th - Bendoran, Glenturret, Bumatra. 7th -Satsuma, Tourane, Afghan. 11th —Himalaya, Hyson, Moyune, Oopaek, Tango Maru, Alesia, Vorwaerts. 14th—Braemar, Kin-tuck, Myrmidon, Peshawur, Sardinia. 18th— Benglos, Nile, Prinz Ludwig, Welsh Prince. 21st - Idomeneus, Kamo Maru, Polynesien. 25th-Glenesk, Laertes. 28th-Machaon, Scandia, Sunda, Indra, Rheinfels. August 1st-Antilochus, Benvenue, Buelow, Ceylon, Dacre

ARRIVALS AT HOME.

Castle, Ernest Simons, Neleus.

July 28th - Atauta Maru, China. Kawach Maru. Monmouthshire, Muncaster Castle, Prinz Eitel Friedrich.

ON SALE. THE FIFTY YEARS

ANGIO-CHINESE CALENDAR 日歷英中年十五

FROM 187 JANUARY, 1864 TO BIST DECEMBER 1913 BRING PROM THE 1ST YEAR OF THE 76TH CYCLE TO THE SOTH YEAR OF THE TOTE CYCLE.

PRICE \$2 CASH. On Sale at the "HONGKONG DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East

The Book will be sent by Registered Pos free) to any part of the World unrepresents. by Agents on receipt of Money Order.

PET. WILH. KROMMES ELBERFELD.

SILK RIBBONS, IMITATION SILK RIBBONS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM, HONGKONG 4, Queen's Buildings, Tel. No. 960.

C. G. BODEN & SOHNE,

GROSSROHRSDORF, i/sa.

BRACES

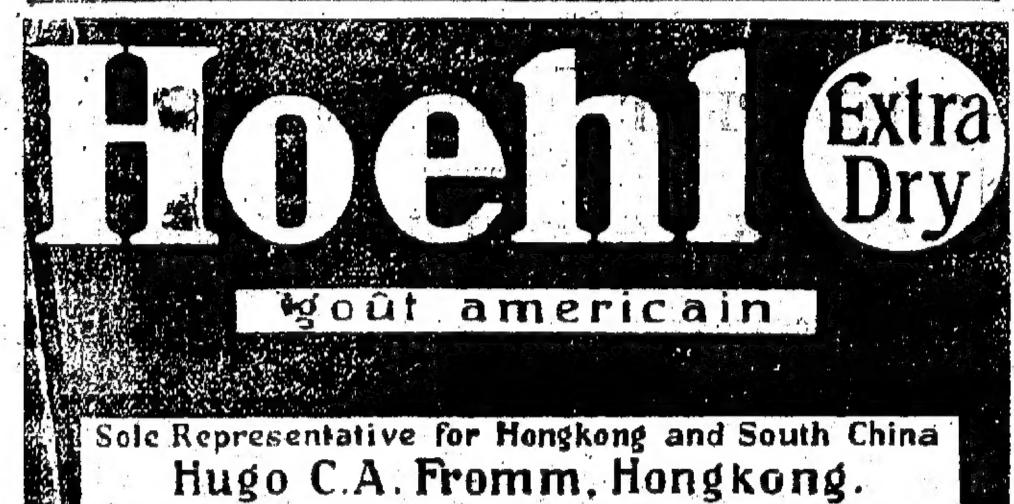
Hongkong, 28th July, 1911.

BELTS.

670-22

Sole Representative for Hongkong and China:

HUGO C. A. FROMM, HONGKONG; 4, QUEEN'S BUILDINGS, TEL. No. 960. Hongkong, 28th July, 1911



POST OFFICE NOTICE

Hongkong, 28th July, 1911.

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Houte to EUROPE.

Houte to EUROPE. The Delhi, with the Siberian-Mail, is due	to arrive here to-mor	row.
The R. M. s.s. Empress of China having Canadian Mail of the 12th inst. from Vanco steamer Lucison, which is expected to arrive h	ouver has been trans	forred to the N. D. L. Mai
FOR	PER	DATE
Nagasaki. Kobe and Yokohama	Bendoran	Thursday, 3rd, 9.00 year
Bangkok	Landrat	Thursday, 3rd, 1 00 A.M
Medica	Tango Maru	"Trursday, 3rd, 11.00 A M
Shaghai	Bui Tai Anhui	I make the second of the secon
Hollow and Haiphong		Thursday, 3rd, 5.00 PM Thursday, 3rd, 5.00 PM
Singapore and Colombo	Pembrokeshire	Thursday, 3rd, 5.00 P M
Hongay	Dagny.	Fig. 5 44). 73.00
	Dagny	Friday, 4th, 9.00 A M Friday, 4th,
		Printed Matter, and Sam-
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,		ples 8.00 A M
HONOLULU and SAN FRANCISCO } SIBERIAN MAIL TO EUROPE	Persio	registration 9.00 A M
DINDING MARIN 10 DOMOTH 3		Kowloon B.O., 8.30 A M No late fee
	-	Letters 10.07 A M
Batavia, Cheribon, Samarang and Sourabaya	Tjibodas	Friday. 4th. 10.00 A M
Singapore, Penang and Calcutta Manila (Taking Mails for Cebu and Iloilo)	Lightning	Friday, 4th, 10.00 A M
Thursday Island, Cooktown, Cairns, Towns		
ville, Brisbane, Sydney, Hobart, Launces- }	Kumano Maru	Friday. 4th, 10.00 A M
ton, New Zealand, Dunedin, Melbourne,		
Addaide, Perth and Fremantle J. Bwatow, Amoy and Foochow	Haiching	Dallan All Many
Macao	Sui Tai	
EUROPE, &c., INDIA VIA TUTICORIN,		Saturday, 5tb,
(Late Letters 11.00 A.w. to Noon. Extra	a Carrie	Printed Matter and Sam.
Postage 10 cents.) (Supplementary mail on board up to the	"	Registration 10.00 A M
time fixed for departure of the mail		(Registration, with lat
Extra Postage 10 cents)	Delhi	fee of 10 cents up to
Letters posted in all the Pillar Boxes in time for the first clearance will be	i	10.45 A.M.)
included in this contract mail.)		Registration, Kowlood B.O 10.00 A
The Parcel Mail will be closed to-		No late fee.
morrow, at 5 P.M	471	Lefters 11.00 A M
Swatow, Weibaiwei, Chefoo and Tientsin		Saturday, 5th. 5.00 P M
Manila		Saiurday, 5th, 5.00 P M
Taking Mail for Cobn and Iloilo 1	Yuensang	Saturday, 5th, 1.00 P &
Macao	Sui Tai	Saturday, 5th, 1.15 r m
Shanghai SIBERIAN MAIL TO EUROPE	Change	Saturday, 5th,
SIBERIAN MAIL TO EUROPE	· · · · · · · · · · · · · · · · · · ·	Saturday, 5th, Registration 5.00 P M Letters 5.00 P M
Keelung, Nagasaki, Kobe, Shimidzu, Yoko-	Minnesota	Sunday, 6th, 9.00 A M
bama, and Seattle		
Swatow, Amoy and Tamsui		Sunday, 6th, 9.0 A M Monday, 7th, 5.00 P M
Singapore, Penang and Calcutta		Tuesday, 8th, 11.00 A M
Swatow, Amoy and Foochow	Haitan	Tuesday, 8th, Noon
Manila, Cebu and Iloilo Keelung, Nagasaki, Hobe. Yokohama, r		Tuesday, 8th, 3.00 P m
Victoria and Tacoma	Tacoma Maru	Wednesday, 9th, 10.00 a H
		Wednesday, 9th,
		Printed Matter and Sam-
EUROPE, &C., INDIA VIA TUTICORIN		Registration 10.00 A M
(Late Letters 11.00 to 11.30 A.M. Extra	4	(Registration, with late
Postage 10 cents.) (Letters posted in all the Pillar Boxes in	Lutzow 3	fee of 10 cents up to
time for the first clearance will be		10.45 A.M.)
included in this contract mail.)		Registration, Kowleon B.O. 10.00 A
		No late fee.
17.01 4 3 1914 1		Letters 11.CO A w
Weihaiwei and Tientsin		Thursday, 10th, 300 P m
Manila, Cebu and Hoilo	Zafiro	Thursday, 1 th, 3.00 P M

Swatow, Ningpo and Shanghai	Choysang	Saiurday, 5th, 5.00 p
Manila Taking Mail for Cebu and Iloilo	Yuensang	Saturday, 5th, 1.00 P
Maoso	Sui Tai	Saturday, 5th, 1.15 P
Shanghai	1	Saturday, 5th,
SIBERIAN MAIL TO EUROPE	Chenan, {	Registration 5.00 P
Keelung, Nagasaki, Kobe, Shimidzu, Yoko- hama, and Seattle	Minnesota	Sunday, 6th, 9.00 A
Swatow, Amoy and Tamsui Shanghai, Koba and Moji Singapore, Penang and Calcutta Swatow, Amoy and Foochow	Fooksang Kutsang Haitan Taming	Sunday, 6th, 9. 0 A Monday, 7th, 5.00 P in Tuesday, 8th, 11.00 A in Tuesday, 8th, Noon Tuesday, 8th, 3.00 P in
Victoria and Tasoma	Tacoma Maru	Wednesday, 9th, 10.00 a
Europe, &c., India via Tuticorin		Wednesday, 9th, Printed Matter and Sam ples 10. 0 A 1
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in	Lutzow	Registration 10.00 A late (Registration, with late fee of 10 cents up 1 10.45 A.M.)
time for the first clearance will be included in this contract mail.)		Registration, Kowleon B.O. 10.00 A
		No late fee.
Weihaiwei and Tientsin	Kueichow	Thursday, 10th, 300 P 1
Manila, Cebu and Iloilo		Thursday, 1 th, 3.00 P i
Shanghai		Thursday, 10th, 3.00 P a
	1	Friday. 1 th
		Printed Matter and Sam
		Ples 11.00 A n Registration 11.00 A n
KRELUNG, SHANGHAI, NAGASARI, KOBE,		(Registration, with late
YOKKAICHI, SHIMIZU, YOKOHAMA, }	Korea	fee of 10 cents, up to
Honolulii and San Francisco)		11.30 A.M.)
		Registration, Kowlood
		B.O 11.00 A b
v *		No late fee. Leffers Noon
Swatow, Amoy and Foochow	Haimun	Friday, 11th, No. N.
Manila	 '	
(Taking Mails for Cebu and Hoile) f	Loongsang	Saturday, 12th, 1.00 m
Man a (laking mails for Cebu and)		
Hollo). Yap, Maroun, Friedrich,	****	
Wilhelmshafen, Rabaul, Herbertshohe, Matupi, Samarai, Brisbane, Sydney, Hobart,	Prins Waldemar	Saturday, 12th, 3.00 P M
Launceston, New Zonland, Dunedin, Mel-		
bourne, Adelaide, Perth and Fremantle		

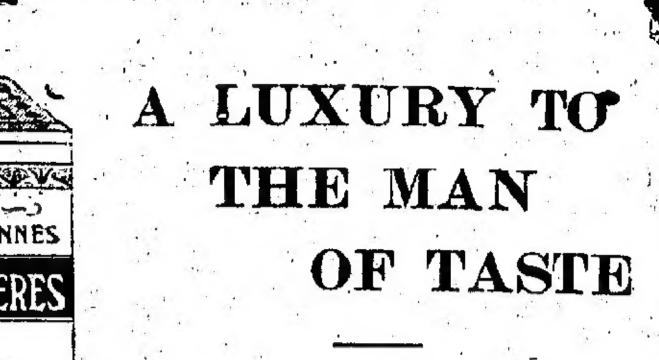
COMMERCIAL. EXCHANGE CLOSING QUOTATIONS.

,		
		August 2nd
Ox	LONDON:	
4	Telegraphic Transfer	1/93
. 1	HANK HILLS, OH GERNANG	and an annual I y vie
. 4	Bank Bills, at 30 days' sig	ht1/94
	Bank Bills, at 4 months' a	ight 1/9-%
	Credits, at 4 months' sigh	1/93
	Documentary Bills 4 month	hs' sight1/97
OR	PARIS:-	
7	Bank Bills, on demand	
144	Credits, at 4 months sigh	t229½
Ox	GERMANY:-	A SPORT OF
	On demand	
OK	NEW YORK:-	
-	Bank Bills, on domand	433
	Credits, at 60 days', sight	448
ON	BOWBAY :	
_	Telegraphic Transfer	
	Bank, on demand	$133\frac{1}{2}$
Ox	CALCUTTA:-	
	Telegraphic Transfer	
	Bank, on demana	
ON	BHANGHAI :-	
7	Bank, at sight	747
1 .	Private, 30 days' sight	753
ON	YOKOHAMA: On demand	d87½
ON	MANILA :- On demand-	Pesos-872
ON	YOROHAMA:—On demand— MANILA:—On demand— BINGAPOBE:—On deman	d763
On	BATAVIA : On demand .	10/五
ON	HAIPHONG:—On demand	
ON	SAIGON : On demand	
On	BANGKOK :- On domand,	

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Hongkong ... 20 Hongkong ... 10 HONGKONG, AUGUST 2nd, 1911. SHARE LIST.—QUOTATIONS. CLOSING Q UOTA VALUE, PAID UP. TIONS CASH. SHARES. BANKS .-(\$910, sellers \$125 120,000 Hongkong & Shanghai Bank Corporation £87 10/-50,000 50,000 50,000 200,000 China Borneo Company, Limited \$1, buyers. China Light and Power Company, Limited. 872, buyers China Provident, Loan & Mortgage Co., Ld.,, COTTON MILLS.-20,000 125,000 10,000 8,000 20,000 40,000 Tle, 771. Ewo Cotton Spin'g. & Weaving Co., Ld. Hongkong Cotton Spinning Co., Ld. ... International Cotton Manufing Co., Ld. Tls. 75 Tls. 100 Tls. 45. Tls. 59. Loon-Kung-Mow C. Spin.& Weav.Co.,Ld Soy Chee Catton Spinning Co., Limited Tis. 22. \$22, buyers Dairy Farm Company, Limited DOCES AND WHARVES .-60,000 50,000 10,000 55,700 36,000 400,000 7,000 2491, buyers H'kong & Kowloon Wharf & G. Co., Ld. Hongkong and Whampon Dock Co., Ld. 256, sellers New Amcy Dock Co., Limited Shanghai Dock and Engineering Co., Ld. Shanghai and Hongkew Wharf Co., Ld., -Tls. 50 84, buyers Green Island Coment Co., Limited ... Hongkong and China Gas Co., Limited \$200, buyers 60,000 12,000 8,000 Hongkong Electric Co., Limited Hongkong Hotel Company, Limited... 15,000 50,00 60,000 15,000 Manila Metropole Hotel Limited Hongkong Ice Company, Limited 810 \$18 x div. Hongkong Rope Maunisoturing Co., Limited \$7½, sellers H'kong& South China Steam Fisheries Co, Ld. NEURANCES. \$250 \$100 \$83.33 \$250 10,000 20,000 24,000 8,000 10,000 \$210, sellers Canton Insurance Office Co., Limited ... \$125, sales China Fire Insurance Co., Limited .. \$105, China Traders Insurance Co., Limited ... \$343, buyers Hongkong Fire Insurance Co., Limited Tls. 1675 North-China Insurance Co., Limited ... ¥250 \$815 12,400 12,000 Union Insurance Society, Limited \$210, @ Ex 73 8100 Yangtezo Insurance Association, Limited LANDS AND BUILDINGS .-\$93, x d buyers Hongkong Land Invest. Agency Co., Ld. 150,000 6,000 78,000 12,500 Humphreys' Estate and Finance Co., Ld. Kowloon Land and Building Co., Ld. ... \$26, buyers Tis. 91 x div. \$30 Shanghai Land Investment Co., Limited West Point Building Co., Limited \$45, x. div. **\$700. \$**2 16,000 230,000 25,000 50,000 75,000 Fes. 250 SociétéFrançaise desCharb'ges du Tonkin Raub Australian Gold Mining Co., Ld ... \$12, sales \$1.10, buyers \$10 \$10 Peak Tramways Co., Limited ... Philippine Co., Limited REFINERIES .--\$115, buyers China Sugar Refining Co., Limited 20,000 \$24½, sellers Luzon Sugar Refining Co., Limited 7,000 STMANSHIP COMPANIES,-30,000 20,000 China and Manila Steamship Co., Ld. ... \$19, buyers Douglas Steamship Co., Limited \$303, sellers \$643, \(\text{L'dop} \). Hongkong, Canton & Macao S.B. Co., Ld. 60,000 pref. £5 17. 6. bu, Indo-China Steam Navigation Co., Ld 60,000 def. 2,500,000 Shell Transport & Trading Co., Limited. \$26<u>1</u> \$16 Star Ferry Company, Limited 10,000 6,000 South China Morning Post, Limited 20,000 Steam Laundry Company, Limited... STORES AND DISPENSARIES.— 1,200 15,000 Campbell, Moore & Co., Limited \$4.40, buyers Wm. Powell, Limited Watkins, Limited \$53, buyers A. S. Watson & Co., Limited \$15, bayers Weissmann, Limited \$12, buyers H. Price & Co., Ltd. .900 ordy. United Asbestos Oriental Agency, Limited \$63, sales Union Waterboat Co., Limited RUBBIR.

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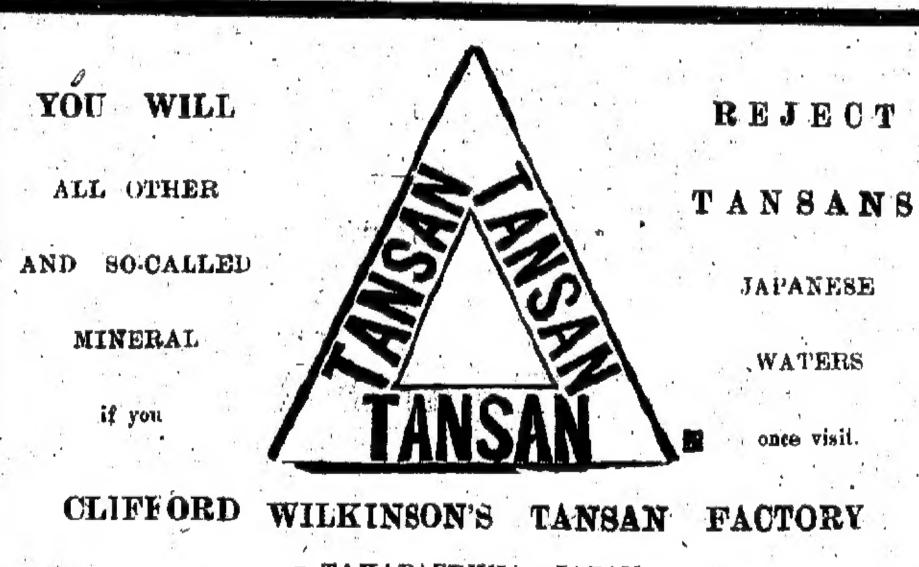
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TO-DAY OPIUM 9.15 P.M.—Hippodrome Circus at Causeway Bay. -: 0 :--FORTHCOMING EVENTS. Quotations are :-Saturday, 5th August-Meeting of Hongkong Jockey Club, at 12.30 P.M. Saturday, 5th August—Variety Entertainment at Mount Austin Barracks, at 9.15 P.M. Persian fine quality Tuesday, 8th Aug.-Ninetieth Ordinary Half-Persian extra fine ... Yearly Meeting of H., C. and M. Steamboat Wednesday, 9th Ang. - Ordinary General Meet-ing of Hongkong and South China Steam Benares Old ... Fisheries Co., Ltd., Noon,

Saturday, 12th August-Ordinary Half-Yearly Meeting of Hongkong Hotel Co., Ltd., a Saturday, 19th August-Ordinary Half-Yearly TTISITORS TO CANTON Meeting of Hongkong & Shanghai Banking Corporation at City Hall, Noon. "FROM HONGKONG TO CANTON

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